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PG 1 of 4

Notice of Availability of Draft SEIS/SEIR for VTA's BART Silicon Valley Phase II Extension Project

MEETING DATES:
January 25, 26, and 30, 2017

www.vta.org/bart

OK REC 1/13/2017

Cameron Charlie
PO Box 55
Hayward CA 94543-0055

"MY COMMENTS"

DEAR MR. FITZWATER: AT THE NEW VTA STA, 2/10/2017

ITEM (1) PLS. MAKE SURE VTA/BART KEY, & P/U (TRACTOR TRL, & SECURITY VAN DO NOT BLOCK & STOP IN PED. X OR BUS (STOPS AREAS) VTA (BUS & A/C TRANSIT BUS STOP AREAS) & NOT LIKE NOW AT THE NEW UNION CITY BART INTERMODAL STATION ON THE WEST SIDE & AT OTHER EAST BAY BART STA, LIKE S/HAY, HAY, BAYFAIR, S/LEANDRO & OTHERS AS THEY NOW DO...!!! IT IS A BIG SAFETY ISSUES FOR ALL CONCERNED. AT THE NEW VTA STA. P40-1

(1A) PLS. DO NOTE NOW AT THE NEW U/CITY BART INTERMODAL STA, ON THE WEST SIDE THE BUS LAYOUT IS A "L" OR DOG LEG, TO THE RIGHT FOR BOTH A/C U/CITY TRANSIT, & THE (DB), (DB1), (EXP.) TRANSIT BUSSES, IS A LONG FOOTBALL FIELD AWAY FROM THE BART FARE GATES & BART PLATFORMS, P40-2

(13) PLS. DO NOTE THE ORIG. DESIGN W/ AS TO BE A "FINGER/ISLAND TYPE DESIGN W/ SAWTOOTH BUS BAYS. 2 STOPS APART (19), BUT NOT THE BART BULLYING GOT IT CHANGED &

ALSO SB 375 ISSUES & NOT MOST ALL MINORITY INDO/PAK/ASIAN (RES. & & BART CUST. KIDS BY HAVE SOME ONE DRIVE THEM TO THE BART STA. M/F AM. & PM. COMMUTE TIMES CAUSING A LOT OF POLLUTING, TRAFFIC CONGESTION ON DECOTO RD. & OTHER NEARBY STS LIKE & OTHERS MISSION BLVD/STATE RTE 238 P40-3

(12) PLS DO NOTE THAT CONST. ON THE EAST SIDE OF THE NEW U/CITY INTERMODAL BART STA. IS 95% COMPLETE (THE GATES AND FARE (ALREADY ON) & WAITING FOR THE NEW BART WARM SPRINGS BART EXT. TO OPEN UP THIS FALL 2017 & BASICALLY EVERYTHING THAT HAPPENS AT NOW AT NEW UNION CITY BART STA. WILL IMPACT ALL OF THE NEW STATIONS (SEATS TO SIT DOWN ON OR STANDING ROOM ONLY YOUR OR STILL GUESS THEY WILL HAVE TO STAND! (SORRY MOM)! P40-4

2/10/2017 CAMERON

Notice of Availability of Draft SEIS/SEIR for VTA's BART Silicon Valley Phase II Extension Project

(2) WERE YOU/VTA/BART PEOPLE GOING TO USE THE PAX/+SHUTTLE/BUS DROP OFF AREAS FOR THE NEW VTA/BART P/U REVENUE (TAXI TAL.) SECURITY VAN ???

OR ARE THEY GOING TO BE ON THE KISS & RIDE AREA/FACILITIES ???

P40-5

(2A) DID/DO YOU HAVE A DEDICATED TIMES FOR P/U. REV. VEH. & SECURITY VAN AT ANY OF THE NEW SJC VTA STATIONS?

P40-6

(3) MAY I/WE ASK ARE YOU/WE GOING TO HAVE NEW UNI-SEX BATHROOMS AT THE NEW SJC STATIONS, OR ARE THEY GOING TO BE SAME SEX, MALE & FEMALE (SINGLE BATHROOMS) & ARE VTA/BUS DRIVERS GOING TO HAVE REST ROOM FACILITIES AT THE NEW SJC STA, OR IS IT GOING TO BE A STOP AREA? DRIVERS LAYOVER/REST ROOM ATTN,

P40-7

(3A) MAY I NOW PLS BE TOLD AS TO WHEN IN LATE FALL 2016 THE REST ROOMS AT THE DOWNTOWN/CITY BART STA ARE UNI-SEX NOTE THERE ARE TWO UNISEX BATHROOMS FOR THE PUBLIC!!! THIS IS WHAT WE GOT

P40-8

FOR 45 MILLION DOLLARS, PLS. FEEL TO BRING UP MY COMMENTS TO: BART, TOM BLALOCK, MTC, A/L/D COUNTY TRANS DIR, COMMUNITY HEAD AS TO ALL OF THE ISSUES I BROUGHT UP TO YOU, TOO, INC. - ALSO THE FEDS, FTA & THE DISABLE COMMUNITY (ALSO THE VERY LONG WALK DISTANCE FROM GETTING ON OR OFF THE BUS, & FROM THE TAXI P/U AREA P40-8, cont.

(4) ARE/ALSO WILL YOU HAVE ANY FOLLOW UP RESPONSE TO MY COMMENTS ON THIS DRAFT SEIR ? & THAT & OTHER COMMENTORS, SEIS

P.S. I HAVE BEEN ON TO THE 99% COMPLETED NEW WARMS SPRING BART STA. FOR A LOOK SEE LAST MO. (JAN, 2017) FROM THE STREET & I DO KNOW AC TRANSIT WILL BE RUNNING ITS RT, 215, & 239 IN TO THE STA. AS WELL, VTA, RTS, 180, 181, 120, & 140. P40-9

P.S. I AM LIVING IN A SENIOR COMPLEX IN U/CITY CA. TWO BLKS WEST OF THE U/CITY BART STA, W/GREAT PUBLIC TRANSIT ON THE STREET - (DECOTO RD.) I AM A TRANSIT RIDER IN THE REGION

THANK YOU, "LET'S TALK"
V.T.Y.,

Charlie Cameron
CHARLIE CAMERON
P.O. BOX 55
HAYWARD, CA. 94543

pg 4 of 4

Response to Comment Letter P40

Charles Cameron

P40-1 The Alum Rock/28th Street and Santa Clara Stations have designated parking and separate bus and kiss-and-ride drop off locations. The Diridon Station has a designated transit center and a separate kiss-and-ride location. Additionally, the *VTA BART Phase II – TOD and Access Planning Study*, which will span from early 2018 through 2019, will optimize efficient multimodal access to the station. The study will analyze various topics including bike, bus, and pedestrian access, and parking and kiss-and-ride areas, and will look at how all modes will be integrated. Opportunities for public and stakeholder input will be provided throughout the study.

P40-2 The *VTA BART Phase II – TOD and Access Planning Study*, which will span from early 2018 through 2019, will optimize efficient multimodal access to the station. The study will analyze various topics including bike, bus, and pedestrian access, and parking and kiss-and-ride areas, and will look at how all modes will be integrated. Opportunities for public and stakeholder input will be provided throughout the study

P40-3 See response to comment P40-2.

P40-4 The current BART fleet is 669 cars. BART has ordered a new fleet of 775 cars to replace the existing fleet and accommodate the Warm Springs and VTA's Phase I Project. BART plans to purchase an additional 306 cars as part of their Core Capacity Project. Table 2-2, *2035 No Build Alternative Fleet Size*, summarizes VTA and BART fleet sizes. Approximately 50 additional cars will be purchased to serve the Phase II project.

P40-5 See response to comment P40-1.

P40-6 The Alum Rock/28th Street and Santa Clara Stations will have bus parking, kiss-and-ride drop off locations, and parking garages. The Diridon Station will have bus parking and kiss-and-ride drop off locations. The San Jose Downtown Station is an urban station with access primarily by walk, bike, and bus. Security vehicles will have access to the bus parking, kiss-and-ride locations, and garages as necessary.

P40-7 Preliminary designs for the BART Silicon Valley Phase II stations include public bathrooms. BART has 35 stations with bathrooms open to the public, and 10 underground stations that have bathrooms that have been closed since the September 11, 2001, terrorist attacks. BART currently has a pilot project to reconfigure and reopen bathrooms in two existing underground stations. As Phase

II planning activities continue, VTA will work with BART to evaluate future station bathroom policies that meet security concerns.

P40-8 See response to comment P40-7.

P40-9 Responses to the commenter are included in the Final SEIS/SEIR.

Swan, Samantha

From: Bob Van Cleef <bob@vancleef.org>
Sent: Monday, February 13, 2017 5:53 AM
To: bartphase2eis-eir
Cc: Davide Vieira; Gonzalez-Estay, Manolo R; Terry Christensen; Eileen Goodwin; Hedayat, Leyla; Jessica Zenk
Subject: Draft SEIR Documents: missing reports and references tables?

A. TIA Report
I was reviewing Phase I documents and saw a reference to a "Berryessa BART Station TIA" report.
Where can that report be viewed? (I could not identify it on the web site.)
It may contain information relevant to the 28th street BART station. P41-1

B. Figure 7-1 Cumulative Projects
Where can I find a copy of these referenced reports?: P41-2

9: City of San Jose Station Area Access and Connectivity Study
10: US 101/Taylor-Mabury Interchange Project P41-3
24: VTA's TOJD (at the 4 proposed BART stations and 2 vent structures) P41-4

They are referenced in **Figure 7-1 Cumulative Projects**
They do not appear to be listed in **Section 13: References**

C. Cross Reference Lists P41-5

Appendix D1 -- Where is the cross reference list describing the identified areas?
IE: Page 11 reference C-25

Appendix D2 -- Where is the cross reference list describing the identified areas? P41-6
IE: Page 5 -- The Dumps
Page 9 -- HR-18 through HR-21

Bob
--
Robert E. Van Cleef
54 N 33rd Street
San Jose, CA 95116
408-391-6406

Response to Comment Letter P41

Robert Van Cleef

P41-1 The comment asks where the Berryessa BART Station TIA report can be located.

Technical Reports, including the TIAs, can be found here: http://www.vta.org/bart/draft2016seis-seir/techrpts.

P41-2 The comment asks where Item #9, the City of San Jose Station Area Access and Connectivity Study, in Figure 7-1, *Cumulative Projects*, can be found.

This is a Related Project, not a referenced technical report, which is why it is not listed in Chapter 13, *References*. Item #9 is a City of San Jose project. If you have questions about this project, please contact the City of San Jose.

P41-3 The comment asks where Item # 10, the U.S. 101/Taylor-Mabury Interchange Project, in Figure 7-1, *Cumulative Projects*, can be found.

This is a Related Project, not a referenced technical report, which is why it is not listed in Chapter 13, *References*. Item #10 is a City of San Jose project. If you have questions about this project, please contact the City of San Jose.

P41-4 The comment asks where Item #24, VTA's TOJD, in Figure 7-1, *Cumulative Projects*, can be found.

This is a Related Project, not a referenced technical report, which is why it is not listed in Chapter 13, *References*. Item #24 includes VTA's proposed TOJD that is considered a cumulative project for the BART Extension Alternative and part of the BART Extension with TOJD Alternative. TOJD is described in Volume I, Section 2.3.3.1, *Proposed Development*, under the description of the BART Extension with TOJD Alternative (CEQA Alternative) and analyzed throughout the SEIS/SEIR as part of this alternative.

P41-5 The comment asks where Reference C-25 is described.

C-25 is analyzed in the 2003 Historical Resources Evaluation Report, which can be found here: http://www.vta.org/bart/draft2016seis-seir/techrpts.

P41-6 The comment asks where The Dumps and HR-18 through HR-21 can be found.

The items referenced in Appendix D2 are areas that were identified during the archaeological sensitivity analysis as potentially sensitive for historic archaeological resources as described in the Archaeological Resources Technical Report (ARTR). The ARTR contains sensitive archaeological information and is available to qualified archaeologists. VTA has developed a Programmatic Agreement in coordination with the Federal Transit Administration (FTA) and the

State Historic Preservation Officer (SHPO) to meet all applicable federal and state requirements for the proper treatment of archaeological resources as described in Sections 4.5, 5.5.6, and 6.6 (*Cultural Resources*) of the SEIS/SEIR. The Programmatic Agreement can be found in Appendix D3.

SJSU SAN JOSÉ STATE UNIVERSITY

Vice President/CFO
Administration & Finance
Division

San José State University
One Washington Square
San José, CA 95192-0006

TEL: 408-924-1500
FAX: 408-924-1515

February 13, 2017

Tom Fitzwater
SVRT Environmental Planning Manager
VTA Environmental Programs & Resources Management
Building B-2
3331 North First Street, San Jose, CA 95134

RE: Draft Supplemental Environmental Impact Statement & Subsequent Environmental Impact Report for BART Silicon Valley Phase II Extension Project – Request for Extension of Comment Period

Dear Mr. Fitzwater,

On behalf of San Jose State University, I am requesting an extension of approximately two weeks to provide the university's comments on the Draft Supplemental Environmental Impact Statement & Subsequent Environmental Impact Report for the BART Silicon Valley Phase II Extension Project prepared by the VTA and FTA.

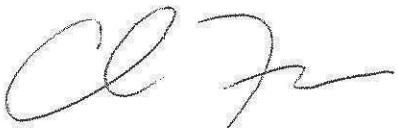
As you surely know, SJSU is a "city within a city" and a major hub of daily activity in the downtown core and along the Phase II Extension line. With 35,000 enrolled students, more than 6,000 faculty and staff members, activities that attract countless visitors year-round to the campus, and an increasingly visible footprint throughout downtown, SJSU will both benefit from and be significantly impacted by this project. As one of the largest and most venerable stakeholders in the vicinity of this project, we are taking review and comment on this dual environmental assessment quite seriously. P42-1

The environmental assessment is large and complex, which is a reflection of the project itself. The multiple new design variables within the project description coupled with the development alternatives, all presented within the dual federal and state environmental assessment format, make comprehensive review in the allotted time extremely difficult. In addition the document is hundreds of pages long and includes more than a dozen detailed technical reports totaling many more thousands of pages.

We believe the public would be well served by an extension of time to the comment period currently scheduled to end on February 21st to ensure the most thorough and feasible environmental review process possible. Accordingly, SJSU requests an extension until early March to complete its review and provide formal comments. P42-1, cont.

Thank you for your consideration.

Sincerely,



Charlie Faas

Vice President, Administration & Finance
Chief Financial Officer
San José State University

Cc: Leyla Hedayat, VTA

Response to Comment Letter P42

San Jose State University

P42-1 Based on this request and others, the comment period for review of the SEIS/SEIR was extended to March 6, 2017.

Swan, Samantha

From: Aaron Nguyen <flush_008@yahoo.com>
Sent: Tuesday, February 14, 2017 5:17 PM
To: bartphase2eis-eir
Subject: I am opposed to the construction of BART line underneath (underground of) the Marburg Community

February 14, 2017

Dear BART, VTA, and FTA,

My name is Aaron Nguyen. My wife, two young kids, and I live in the Marburg Community in a townhouse with the address of 325 Destino Circle, San Jose, CA 95133. We are very much opposed to the planned construction and eventual operation of the BART tunnel underneath the Marburg Community of 55 townhouses. We are concerned with the noise that the BART train makes each time it runs underneath our house. We are concerned with the pollution of the land, water, and air during construction and operation of this BART tunnel. We are concerned with the precipitous drop in the value of our house due to the BART tunnel being underneath our house. Lastly, we are very concerned about the potential biological, chemical, or nuclear attacks inside this BART tunnel. P43-1

These are our concerns and comments. We hope you will address them fully and plan an alternate route that does not travel underneath our houses in the Marburg Community.

Sincerely,
Aaron Nguyen,PhD
325 Destino Circle
San Jose, CA 95133
408-806-3022
flush_008@yahoo.com

Response to Comment Letter P43

Aaron Nguyen

P43-1 Refer to Master Response 4, *Marburg Place Concerns,* regarding noise and vibration impacts, traffic, health and safety, stability of foundations, home values, and history of alignment. A summary of the five alignment alternatives examined around U.S. 101 and the Alum Rock/28th Street Station is provided in Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn*, and Master Response 1, *Summary of U.S. 101 Alignment Alternatives*. These alternatives were not chosen to be further evaluated and carried forward in the environmental clearance phase due to design and engineering limitations, construction and operational impacts, additional right-of-way/real estate requirements, inefficient passenger access and intermodal connectivity, and/or substantial environmental impacts.

Regarding air quality, construction emissions would vary substantially from day to day, depending on the level of activity, the specific level of operation, and, for dust, the prevailing weather conditions. Construction of the BART Extension has the potential to create air quality impacts through the use of equipment and haul trucks, and through construction vehicle trips. The emissions would exceed the BAAQMD threshold for nitrogen oxides (NO_X). Mitigation Measures AQ-CNST-A through AQ-CNST-H, described in Chapter 5, Section 5.5.3, *Air Quality*, would be implemented. However, as explained in Section 5.5.3, *Air Quality*, even after mitigation, NO_X emissions would exceed the threshold and be significant and unavoidable under CEQA. At the Marburg Place, because all construction would be in a tunnel, the potential for localized air quality impacts is low.

Once constructed, the BART Extension Alternative would not result in any adverse air quality impacts.

Swan, Samantha

From: Paul Boehm <paulboehm25@gmail.com>
Sent: Wednesday, February 15, 2017 11:44 AM
To: bartphase2eis-eir
Subject: comment

I have reviewed the

VTA's BART Silicon Valley Phase II Extension Project
Draft Supplemental Environmental Impact Statement/
Draft Subsequent Environmental Impact Report and Draft 4(f) Evaluation

and am very excited at the plans for bringing BART to downtown San Jose. I agree with the proposals, and in the case of alternatives, (single or double bore and the downtown San Jose station designs) I really have no preference. P44-1

I am sure that VTA is working diligently to bring this project to completion as expeditiously as possible. I appreciate your efforts. We need BART in San Jose!

Paul Boehm

paulboehm25@gmail.com

467 Pamlar Ave.

San Jose 95128

Response to Comment Letter P44

Paul Boehm

P44-1 The commenter's support for the project is noted. The comment does not raise an environmental issue.

Swan, Samantha

From: Stephen Inoue <sinoue@yahoo.com>
Sent: Wednesday, February 15, 2017 12:31 PM
To: bartphase2eis-eir
Subject: comments on San Jose Bart Extension

Excited Bart is finally coming to San Jose!

Here are my comments:

- Why just 4 stops for San Jose? It is the largest city in Northern California and has the fewest stops (SF 8, Oakland 7). Please make sure there is some thought on future San Jose stations as well as bringing Bart to the Northern end of Santa Clara county where so many folks in San Jose work. P45-1

- Give San Jose State University it's own dedicated Bart Stop and signage (ex: SJSU City Hall Station). The number of SJSU commuters is larger than City Hall. Please have the SJSU stop let folks out FACING SJSU. So many times I've seen folks taking Bart to a major destination and head off in the wrong direction because the entrance/exit wasn't designed for new visitors. P45-2

- Add Bike Share stations at each Bart station. Bay Area Bike Share is already well represented in downtown San Jose so I'm hopeful you'll add them to the Bart stations. P45-3

- Add Bicycle Repair and Storage shop at one of the San Jose stations. Model this after the CalTrain Bicycle Shop at San Francisco's stop. It does wonders for bringing bicycles and mass transit together, without folks having to drag their bicycle onto Bart. P45-4

- Add Bike Paths along the BART route between stations. This way when a station is closed folks can grab a Bay Are Bike Share rental and pedal to the next station without fear of getting lost. This means when Bart crosses over Highway 101 that the bridge would include a bicycle lane! When Bart goes underground the surface street above would have a bicycle lane. P45-5

- Artistic BART signage at Bart Bridges (like the railroad medallions of yesteryear) and Bart Stations. One of the keys for getting car users out of their car to try Bart is if they see BART signage when they are stuck in traffic. Much of San Jose's route is hidden from view so you need to advertise where you can! P45-6

- Put destination signage and travel time outside each station where it is visible to commuters. SJSU to SF 1 hour 20 minutes. On sport game days let folks buy special "sport team logo travel tickets" San Jose Sharks, San Jose Earthquake, Oakland Athletics, Golden State Warriors (and maybe one day Bart can take folks to the San Francisco 49'ers!). P45-7

- The use of "Northbound" and San Jose. Please look at directional terminology and know that if you tell a Bart users to grab a northbound train they'll either end up in Santa Clara or Fremont since San Jose is the bottom of the Bart map and North for us means Peninsula or East Bay. Just try to explain why 280 South is 680 North to understand the confusion. P45-8

- Suicide prevention. Please give serious consideration on how Bart stations and track can be designed with future suicide barriers. It will be a lot less expensive to design it now with the goal of being able to easily retrofit stations with closed stations and fenced off tracks. Avoid the pain CalTrain and the Golden Gate Bridge are going through, and the uptick in Bart suicides once it is harder to kill yourself on the bridge or on CalTrain. P45-9

- NOISE. Please look at straight tracks and gentle curves to minimize the crazy Bart noise. This is probably my biggest complaint about riding Bart. P45-10

- Diridon station stop. Please consider staying under Santa Clara Street and having the station entrance/exit open up at the Diridon Staton on the south side. This would save you a lot of money by not having to worry about CalTrain, VTA Light Rail, CA High Speed Train. It would also put you on an easier curve North to the Santa Clara station. As for the other entrance/exits: the SAP Center (San Jose Sharks) on the North side and the new major office building development on the Eastern side. The SAP center exit should have both above ground, and an underground link directly into the arena. This would make folks going to/from Shark games and concerts be able to do it all underground without having to move large crowds around above ground. P45-11

- Lastly is a plea for BART to start planning a SFO-OAK-SJC secure Bart train that lets the Bay Area to start linking our airports. Roughly: SFO for International, SJC for West Coast and OAK for domestic. Folks needing to transfer between BAY airports could take the TSA secure Bart station between airports using the existing track at SFO and OAK and building from Santa Clara to the SJC airport. This would help the Bay area immensely! Only Bart can tie these competing airports into a larger vision of sharing Bay Area roads and SKY! P45-12

thanks,

Stephen Inoue
San Jose Resident

Response to Comment Letter P45

Stephen Inoue

P45-1 The ridership modeling indicated that three stations in San Jose and one station in Santa Clara over a 6-mile segment would adequately serve the area. Adding more stations would increase costs, while reducing the cost-effectiveness of the project, which is an important aspect of securing federal funding. When comparing the number of stations to San Francisco and Oakland, the Phase II Project covers a smaller area with less density.

P45-2 The Downtown San Jose Station East Option has a station under Santa Clara Street with entrances on the south side of the street at 4th and 6th Streets. These entrances are within one block of San Jose State University. The Downtown San Jose Station West, Twin-Bore Option has stations on 2nd and 3rd Streets that are two to three blocks from SJSU. The Downtown San Jose Station West, Single-Bore Option has a station between 1st and 2nd Streets that is four blocks from the university.

The *VTA BART Phase II – TOD and Access Planning Study*, which will span from early 2018 through 2019, will optimize efficient multimodal access to the station from SJSU. The study will analyze various topics including bike, bus, and pedestrian access, and parking and kiss-and-ride areas, and will look at how all modes will be integrated. Opportunities for public and stakeholder input will be provided throughout the study.

P45-3 The *VTA BART Phase II – TOD and Access Planning Study*, which will span from early 2018 through 2019, will analyze various topics including bike and pedestrian access. Throughout the process, VTA will be working directly with BART and the Cities of San Jose and Santa Clara on lessons learned to understand how best to provide bike facilities at the BART Phase II stations.

P45-4 The *VTA BART Phase II – TOD and Access Planning Study* will include the optimization of facilities at BART stations including bike facilities such as bicycle repair and storage. VTA will be working directly with BART and the Cities of San Jose and Santa Clara on lessons learned to understand how best to provide bike facilities at the BART Phase II stations. The study is expected to begin in early 2018 and go through mid-2019, and will provide opportunities for public and stakeholder input throughout the process.

P45-5 The *VTA BART Phase II – TOD and Access Planning Study*, which will span from early 2018 through 2019, will analyze various multimodal topics including the provision of bike facilities. VTA will be working directly with BART and the Cities of San Jose and Santa Clara on lessons learned to understand how best to

provide bike facilities at the BART Phase II stations. As part of access planning VTA and the Cities of San Jose and Santa Clara will coordinate bike paths to support the station area where feasible.

P45-6 VTA will develop a wayfinding plan including artistic signage in coordination with the Cities of San Jose and Santa Clara and partner agencies that will provide reliable and timely information.

P45-7 VTA will develop a wayfinding plan in coordination with the Cities of San Jose and Santa Clara and partner agencies that will provide reliable and timely information. Special event tickets would be a BART not VTA decision.

P45-8 VTA will develop a wayfinding plan in coordination with the Cities of San Jose and Santa Clara and partner agencies that will provide clear directional information.

P45-9 The project will be implemented in coordination with the system operator, BART. BART has its own BART Facility Standards that also apply to this project. Because approximately 5 miles of the 6-mile extension are in a tunnel configuration, suicide risks would be lower than above-ground facilities.

P45-10 Straight tracks and gentle curves have been incorporated into the project design to the maximum degree feasible primarily to enable faster travel times.

P45-11 The Diridon Station North Option goes directly under Santa Clara Street with entrances on the south side. The Diridon Station South Option includes station entrances south of Santa Clara Street close to the existing Diridon Station. No underground connection to the SAP Center is planned. Above-ground access to the SAP Center would be provided at crosswalks.

P45-12 VTA planning is leading a study to look at connections to determine the best approach to providing BART connections to the San Jose International Airport from the Santa Clara and Diridon Stations. Currently, there are no plans to extend BART up the peninsula to SFO.

Swan, Samantha

From: Michael Foster <michael.foster.email@gmail.com>
Sent: Wednesday, February 15, 2017 2:58 PM
To: bartphase2eis-eir
Subject: East downtown BART station preferable and cheaper

Since the east option for a downtown SJ BART station would not require building underneath the VTA light rail tracks, it would be significantly cheaper and faster to build. It would also be more centrally located - between City Hall & SJSU and downtown destinations, with the west exit leading right up to the northbound VTA tracks - the most often used choice in commuting to North SJ and Silicon Valley job centers. P46-1

I would much prefer if the east option downtown SJ BART station were chosen.

Thank you,

--
Michael Foster
408-663-7885

Response to Comment Letter P46

Michael Foster

P46-1 Support for the Downtown San Jose Station East Option has been noted.

Swan, Samantha

From: Jorge Ferreira <jsferreira1991@gmail.com>
Sent: Wednesday, February 15, 2017 5:49 PM
To: bartphase2eis-eir
Subject: Station Name

Hello,

Is the final name for the Alum Rock Station, that name? P47-1

Thank you,

Jorge S. Ferreira

Response to Comment Letter P47

Jorge Ferreira

P47-1 Station naming will occur after VTA's Board of Directors defines the final project description. VTA will also need to comply with the BART District Code, Chapter 17, Section 17-208 Station Renaming Policy that also applies to new stations. The final name must consider transit system context, simplicity, and station area context. VTA will make the final decision with input from the City of San Jose and local communities while also complying with BART policies.

Swan, Samantha

From: John Schmitt <john.v.schmitt@gmail.com>
Sent: Wednesday, February 15, 2017 8:05 PM
To: bartphase2eis-eir
Subject: Please extend BART FINALLY

I could swear that I voted for taxes (on a measure that passed) in the 90's to fund BART to the south bay. 20 years later, & we still just have proposals.

How many generations do we wait until we get this?

BART was so efficient when I lived in the East Bay & commuted to SF & around. It's so much faster, cleaner, smoother than any bus or even Caltrain. Caltrain has 1 big train every hour. Miss it & your day is blown. BART is more like NYC, with trains so often that if you miss one, you just catch the other. P48-1

As a citizen who desires this for 20+ years, I'm willing to compromise on any detail. Just do it already! If you need me to rally more citizens, I'm willing & able.

Thanks,
John

Response to Comment Letter P48

John Schmitt

P48-1 Support for the project has been noted.

Swan, Samantha

From: Casey Cleve <caseycleve@gmail.com>
Sent: Wednesday, February 15, 2017 8:07 PM
To: bartphase2eis-eir
Subject: In favor

I'm very much in favor of this Bart extension. I'm a Santa Clara resident. I have no comments on the EIR. P49-1

Thanks

Response to Comment Letter P49

Casey Cleve

P49-1 Support for the project has been noted.

Swan, Samantha

From: Richard Tretten <richardtretten@icloud.com>
Sent: Thursday, February 16, 2017 11:11 AM
To: bartphase2eis-eir
Subject: BART Phase 2 - Diridon Station

To whom it may concern:

According to VTA/BART Silicon Valley's presentation at SJ City Hall on Monday, January 30, BART is not providing parking at the Diridon Station.

At the present time, parking at Diridon Station is full by 8AM. Conditions will only be worse when BART Phase 2 is completed as there won't be adequate parking for those wanting to take BART in addition to those needing parking for Caltrain, Capitol Corridor trains, VTA, etc.

Of course, I realize the City of San Jose, VTA, or outside developers, could build a parking structure at/around the Diridon Station area as additional parking will be necessary. P50-1

Residents of zip codes 95125, 95124, 95126, 95128, 95117, 95118 will want to board BART at a station nearest their zip code. That station will be SJ Diridon. Ideally, taking VTA would be the best solution to reach Diridon, but frequency of VTA vehicles is less than adequate and in the evening, some VTA route schedules end early at night while BART continues to operate until 11-11:30PM.

The South Bay has always been a car dependent area as public transportation is not adequate. Expecting someone to take VTA to reach a BART station could be more than, I think, the public is willing to do. Without adequate parking at the Diridon Station, BART patronage may not meet expected ridership.

I voted for BART in 2000 and again in 2010 (???). We need BART, but we also need parking so BART can be well patronized.

Thanks for taking the time to read this email.

Richard Tretten
San Jose 95125

Response to Comment Letter P50

Richard Tretten

P50-1 Refer to Master Response 3, *Diridon Station Long-Term Parking*, regarding long-term parking impacts at Diridon Station.

In October of 2015, Travel Demand Modeling was conducted by VTA to understand 2035 BART ridership with and without building parking at the BART Diridon Station (see table below). The modeled ridership showed that providing a parking structure for the BART station would increase daily ridership by 1,359 riders at Diridon Station. However, the overall system ridership remained relatively the same as auto-based BART trips shifted to other stations. Based on the modeling, a parking structure at Diridon Station only increased systemwide ridership by 19 passengers, which does not warrant the expenditure of millions of dollars for a parking structure.

BART Phase II Diridon
Planning & Implementation Strategy

Travel Demand Modeling: 4-Station Phase II 2035 Ridership Estimate (With Parking)	
Alum Rock	9,015
Downtown San Jose	24,298
Diridon	10,991
Santa Clara	7,757
Total	**52,061**

Travel Demand Modeling: 4-Station Phase II 2035 Ridership Estimate (Without Parking)	
Alum Rock	10,220
Downtown San Jose	24,298
Diridon	9,632
Santa Clara	7,893
Total	**52,042**

October 2015 Travel Demand Modeling

Swan, Samantha

From: Michael Lee <wawa7476@gmail.com>
Sent: Thursday, February 16, 2017 11:22 AM
To: bartphase2eis-eir
Subject: BART Stations In and Near Downtown San Jose

An important feature of the Silicon Valley BART extension is its connectivity with multiple rail services. Four of the five stations within Santa Clara County have a rail connection: Milpitas/Great Mall with VTA light rail, Downtown San Jose with VTA light rail (and Transit Mall buses), Diridon with Caltrain, ACE, VTA light rail, Amtrak (and multiple buses), Santa Clara with Caltrain and ACE.

Perhaps no other rail project in our nation has that much potential rail connectivity. But the quality and distance to these rail connections could determine the BART project's success. Nothing is worse than having to walk or run the length of a couple of football fields only to miss a connection. Seniors, those with a disability or are in poor shape, and even the fit carrying baggage simply cannot move that fast. And they get tired. Inclement weather only exacerbates the situation. Connecting trains, such as Caltrain and Capitol Corridor, may operate only every 1 to 3 hours, resulting in a disastrous delay if one just misses a connection.

There are two choices each for the Downtown San Jose and Diridon Stations. For the Downtown San Jose station, the west option is much closer to the existing light rail line and Transit Mall on 1st and 2nd Streets, facilitating transfers. The east option is closer to San Jose State and City Hall. But these are final destinations, and hence people do not need to transfer. For the Diridon station, the south option is much closer to the Diridon station house and the passenger tunnel that connects with Caltrain, ACE, and VTA light rail platforms. The north option is better for the Arena, but this is also a final destination with no need to transfer. P51-1

Clearly, for the transit rider, the Diridon Station south option and the Downtown San Jose west option are much more preferred because they make transfer connections so much easier.

In the DSEIS/SEIR, it appears that the CEQA/NEPA transportation analyses do not take the huge difference in transfer distance into account. They seem to treat both options as if they would have the exact same impact on transit ridership. But the locations of those stations do matter for potential ridership: Make the transit connection close and ridership increases. Make it overly lengthy and inconvenient and ridership decreases. The difference between a convenient and an arduous transfer connection between BART and a connecting bus or rail route could mean hundreds if not thousands of riders per day. It's the "last mile" all over again. In this case, the solution is simple since the stations have not yet been built.

The DSEIS/SEIR must address this issue.

Michael Lee

40 year user of transit in San Jose

Response to Comment Letter P51

Michael Lee

P51-1 The support for the Diridon Station South Option and Downtown San Jose Station West Option is noted. The *VTA BART Phase II – TOD and Access Planning Study*, which will span from early 2018 through 2019, will aim to optimize efficient multimodal access to the station. The study will analyze various topics including bike, bus, and pedestrian access, and parking and kiss-and-ride areas, and will look at how all modes will be integrated. Opportunities for public and stakeholder input will be provided throughout the study.

Swan, Samantha

From: Jack Pelose <jp1505@georgetown.edu>
Sent: Friday, February 17, 2017 2:51 PM
To: bartphase2eis-eir
Subject: BART Silicon Valley Phase 2 SEIS/SEIR Comments

Mr. Fitzwater,

I am a San Jose resident and transit user and I would like to make comments on the BART Silicon Valley Phase 2 Extension Project SEIS/SEIR.

I am supportive of the project and voted for the Sales Tax measures that will partially fund the project. I hope to one day use this BART extension. P52-1

I am deeply concerned about the lack of transit oriented development planned and allowed around the proposed BART stations. While the TOJD alternative allows VTA to develop some residential, commercial, and office space on BART campuses, I believe the amount of development proposed is insufficient to provide the BART extension with enough of a base of riders to justify its high cost. At the Alum Rock and Santa Clara stations, there is some room for development but the dominant feature at the stations is still a massive parking garage. I understand the need for some parking availability, but I believe that adding so much parking will prevent these areas from becoming walkable, urban neighborhoods that encourage dense development and transit ridership. I think that office, commercial, or dense residential uses will contribute to greater ridership long term and will make these neighborhoods more inviting and lively.

A key problem with surrounding train stations with parking garages is that while this may encourage drivers to only drive part of the way to work and ride BART for the rest, it leads to high usage during commute hours and very low station uses outside of commute hours. As the BART system gets busier, I am concerned that this will only exacerbate loads during rush hours while leading to more empty trains at other times. Dense development around a station can contribute to reliable ridership at all times and days of the week, resulting in more consistent loads and a more cost-effective system. P52-2

I believe that the development planned around the downtown and Diridon stations is also insufficient. While there are no monstrous parking garages planned at these stations, the development planned seems to range from 2-6 stories based on the renderings and numbers in the SEIS/SEIR. I believe this type of development is a terrible waste of resources. Land adjacent to BART stations in downtown San Jose is a very valuable resource and should be developed to the fullest extent possible. I would like to see these buildings be 10-20 stories tall so that more people can easily utilize the BART system.

In addition to VTA-owned property (including staging areas and areas directly above stations), there are many underdeveloped properties around the planned new BART stations. I encourage VTA to reach out to San Jose and Santa Clara to encourage zoning changes for properties within 1/4 to 1/2 of a mile of the new stations to be redeveloped into dense developments. There is little doubt that developers will be willing to build dense projects nearby BART stations in Silicon Valley. Placing tens of thousands of people living or working near each of the new BART stations is critical to ensuring that the Silicon Valley BART extension is well utilized and significantly contributes to greater mobility around the region. P52-3

Thank you for your time and consideration,

Jack Pelose

Jack Pelose
jp1505@georgetown.edu
408 834 0282

Response to Comment Letter P52

Jack Pelose

P52-1 Support for the project has been noted.

P52-2 The CEQA BART Extension with TOJD Alternative included in Volume I, Chapter 2, *Alternatives,* is intended to include development densities consistent with the general plans of the Cities of San Jose and Santa Clara, while remaining feasible from a financial perspective. A major constraint to providing denser development is the cities' requirements for parking and the high cost of underground parking. Once VTA formally initiates the entitlement process with the cities, if the development proposals put forth by VTA (or a third-party) are different from what is analyzed in this SEIS/SEIR, the cities and VTA will work together to provide adequate supplemental CEQA review and fulfill the cities' entitlement requirements. VTA supports increased densities leveraging transit investment near transit facilities and will work with the cities during the entitlement process to meet the desired densities to maximize the benefits of development at the BART stations. Should market conditions dictate greater densities, or alternate land uses, subsequent environmental analysis would be conducted as required.

The planned station parking supply included in the document is based on travel demand modeling. This modeling bases the mode of access to project stations on updated socioeconomic data (population, households, income and jobs), transportation network data (existing and approved roadway, transit, and bicycle and pedestrian projects), and pricing data (transit fares and vehicle costs for fuel, maintenance, parking, tolls, etc.).

P52-3 The Cities of San Jose and Santa Clara have policies and plans in place for transit-oriented developments in Downtown San Jose, Diridon Station, and Santa Clara. VTA proactively works with local jurisdictions to review and comment on development projects near VTA facilities to monitor adherence to general plans and area/specific plans. This review integrates land use and transportation objectives and policies that support higher densities near transit facilities.

Swan, Samantha

From: ram2040r@gmail.com
Sent: Friday, February 17, 2017 6:37 PM
To: bartphase2eis-eir
Subject: Public Comment

I attended the Santa Clara public open house, I thought the presentation was handled very well and the visual aids were easy to read. I am an old hispanic male who has lived in Santa Clara for most of my 64yrs. I understand and support , the need for public transportation.

I was surprised when one older gentleman stood and stated that he saw no need for "Phase II", bringing BART to Santa Clara. P53-1
I explained the meeting to my 91yrs old mother who also lives in Santa Clara, she is also in support of Phase II.

Russ Mancillas

Response to Comment Letter P53

Russ Mancillas

P53-1 Support for the project has been noted.

Swan, Samantha

From: annezk <annezk@yahoo.com>
Sent: Thursday, February 23, 2017 11:45 AM
To: Alaniz, Bernice; bartphase2eis-eir
Cc: Charles Jones/VTA; Cindy Chavez/VTA; Dave Cortese/VTA; Glenn Hendricks/VTA; J McAllister/VTA; Jeannie Bruins/VTA; Johnny Khamis/VTA; Ken Yeager/VTA; Lan Diep/VTA; Larry Carr/VTA; M Carrasso/VTA; General Manager; R Rennie/VTA; Raul Peralez/VTA; Salta Vaidhyanathan/VTA; Sam Liccardo SJ Mayor/VTA VC; Teresa O'Neill/VTA
Subject: BART extension Phase 2 comments

The PowerPoint presentation given by VTA , at the BART extension Phase 2 EIS-EIR community engagement meeting on January 30, 2017 made several things very clear:

The VTA is not ready to start phase 2. They still have a lot of work to do before their due diligence is met. P54-1

The EIR presented was vague, lacking and based on out-dated and/or insufficient data.

The scope of the project needs to be narrowed. P54-2

The timeline revised.

More public engagement is needed. P54-3

Moreover, the VTA needs to publicly address the very serious and valid concerns and issues brought forth by community members during the meeting's public forum.

Anne Zingale
Long time San Jose resident and voter

Swan, Samantha

From: annezk <annezk@yahoo.com>
Sent: Thursday, February 23, 2017 1:01 PM
To: bartphase2eis-eir; Alaniz, Bernice
Subject: Bart

At the meeting held Jan. 30 2017, very real, important and critical issues and concerns were brought up during the public forum. The VTA must address these and they must do it publicly. Before any submission of the EIR or project certification vote. P54-4
Therefore, more public (community) engagement meetings are needed. Meetings with specific and published agendas.

Sent from my Virgin Mobile Phone.

Swan, Samantha

From: annezk <annezk@yahoo.com>
Sent: Thursday, February 23, 2017 1:23 PM
To: Alaniz, Bernice; bartphase2eis-eir
Cc: Jeannie Bruins/VTA; Sam Liccardo SJ Mayor/VTA VC; Lan Diep/VTA; Charles Jones/VTA; Johnny Khamis/VTA; Raul Peralez/VTA; Salta Vaidhyanathan/VTA; Larry Carr/VTA; Cindy Chavez/VTA; Ken Yeager/VTA; Teresa O'Neill/VTA; Glenn Hendricks/VTA; Dave Cortese/VTA; General Manager; M Carrasso/VTA; R Rennie/VTA; J McAllister/VTA
Subject: BART/VTA timeline

In light of the deficient EIR presented at the Bart Phase 2 meeting on Jan.30, 2017. The VTA' s projected timeline for project certification was ridiculous and impractical.
Therefore, the timeline needs to be revised. The revised timeline should be more precise and include specific dates and project details. P54-5

A. Zingale
San Jose resident for 24 years and a voter.

Swan, Samantha

From: annezk <annezk@yahoo.com>
Sent: Thursday, February 23, 2017 6:16 PM
To: Alaniz, Bernice; bartphase2eis-eir; Jeannie Bruins/VTA; Sam Liccardo SJ Mayor/VTA VC; Lan Diep/VTA; Charles Jones/VTA; Johnny Khamis/VTA; Raul Peralez/VTA; Salta Vaidhyanathan/VTA; Larry Carr/VTA; Cindy Chavez/VTA; Ken Yeager/VTA; Teresa O'Neill/VTA; Glenn Hendricks/VTA; Dave Cortese/VTA; General Manager; M Carrasso/VTA; R Rennie/VTA; J McAllister/VTA
Subject: Meeting 2/23/17

Why didn't the VTA inform the public of this meeting the way they did the other?
Anne Zingale

P54-6

Sent from my Virgin Mobile Phone.

Swan, Samantha

From: annezk <annezk@yahoo.com>
Sent: Thursday, February 23, 2017 7:24 PM
To: bartphase2eis-eir; Alaniz, Bernice
Cc: Jeannie Bruins/VTA; Sam Liccardo SJ Mayor/VTA VC; Lan Diep/VTA; Charles Jones/VTA; Johnny Khamis/VTA; Raul Peralez/VTA; Salta Vaidhyanathan/VTA; Larry Carr/VTA; Cindy Chavez/VTA; Ken Yeager/VTA; Teresa O'Neill/VTA; Glenn Hendricks/VTA; Dave Cortese/VTA; General Manager; M Carrasso/VTA; R Rennie/VTA; J McAllister/VTA
Subject: Impacts

Extending Bart to Santa Clara increases the adverse environmental impacts thereby putting the community and especially the bordering residential neighborhood at risk. The Bart extension must end at Diriadon. P54-7

Thank you
Anne zingale

Sent from my Virgin Mobile Phone.

Swan, Samantha

From: annezk <annezk@yahoo.com>
Sent: Friday, February 24, 2017 9:03 AM
To: bartphase2eis-eir
Subject: This needs an immediate answer

Were there revisions made to the Phase 2 EIR between:
Dec. 26, 2016 to Jan. 30, 2017
And/or
Jan. 30, 2017 - Feb. 23, 2017?
If so,
Are the revisions clearly indicated within the report itself?
Is there a clearly labeled supplemental report?
If not, please advise as to where(via section and page number) and when(date) revisions were made. P54-8

Thank you
A. Zingale

Swan, Samantha

From: annezk <annezk@yahoo.com>
Sent: Friday, February 24, 2017 9:38 AM
To: bartphase2eis-eir
Subject: Bart phase 2

Please post on your website a photograph of a vent structure currently in use. P54-9

Thank you

Sent from my Virgin Mobile Phone.

Response to Comment Letter P54

Anne Zingale

P54-1 The comment makes general assertions that the EIR is vague, lacking, and based on outdated or insufficient data without providing specifics. Please refer to the responses that follow. The SEIS/SEIR complies with the requirements of both NEPA and CEQA.

P54-2 Volume I, Section 1.2, *Purpose and Need for Transportation Improvements*, describes the overall project goal and the purpose and need for the project. The scope of the project is the outcome of various prior studies that have evaluated transportation needs in the BART Silicon Valley corridor and major capital improvements intended to expand transit service. See Section 1.4, *BART Extension Project History*, for a full list of the studies. These studies constitute a comprehensive, systematic study of transportation conditions in the BART Silicon Valley corridor, including existing and future needs. They also established transportation goals and objectives that guide the development of transportation solutions that address identified needs. With this process, the scope of the project was defined. The scope was further refined over the years through the preparation of the Draft EIS/EIR in March 2004, the Final EIR in December 2004, the Supplemental EIR in 2007, the Final EIS in March 2010, the Final 2nd Supplemental EIR in March 2011, and the current SEIS/SEIR. See Section 1.4 of the SEIS/SEIR for more information on the project history.

P54-3 The public comment period began on December 28, 2016, and was extended to March 6, 2017, to allow more time for comments to be submitted. VTA has addressed all of the public comments in the Final SEIS/SEIR. Additional time in the schedule is not required.

P54-4 VTA has addressed all of the public comments in the Final SEIS/SEIR. VTA's Board of Directors' will consider the comments in their decision regarding project approval.

P54-5 The comment period was extended to March 6, 2017, to allow more time for comments to be submitted. VTA has addressed all of the public comments in the Final SEIS/SEIR. VTA has provided review periods consistent with NEPA and CEQA requirements. Additional time in the schedule is not required.

P54-6 VTA held three public hearings for the Draft SEIS/SEIR in San Jose and Santa Clara, which were advertised in advance to give the public adequate notice as required by NEPA and CEQA. VTA held the additional Shasta Hanchett neighborhood meeting at the request of local residents in the area to address specific questions and concerns raised during the formal environmental public

hearings on the Draft SEIS/SEIR. The February 23, 2017, meeting was promoted through the neighborhood homeowners association and Nextdoor (social media) to target a specific area and their specific concerns. This meeting was not intended to be an additional formal public environmental hearing and was done on short notice to accommodate the request of a neighborhood resident.

P54-7 As summarized in the *Executive Summary*, environmental impacts in the Stockton area include vehicular traffic, bicyclists, and pedestrians impacted by lane closures for construction of the Stockton Avenue ventilation structure (road closure is not required as described in Section 5.5.2.8, *Stockton Avenue Ventilation Structure*) and groundborne noise impacts during construction tunneling over portions of the neighborhood. Mitigation measures were identified to reduce these impacts and include preparing a Transportation Management Plan during construction and installing isolated slab track to reduce groundborne noise. After mitigation, there would be no adverse or significant environmental impacts on the neighborhood.

The rationale for why Santa Clara Station is included as part of the preferred alternative is addressed in Master Response 6, *Why Santa Clara as a Terminal Station.* The project in question does not preclude future BART extensions in response to the suggestion to extend BART to San Carlos.

P54-8 No revisions were made to the Draft SEIS/SEIR during those dates. Any revisions made to the Draft SEIS/SEIR following the public comment period are identified in this Final SEIS/SEIR with underlining for added text and strikethroughs for deleted text.

P54-9 Figure 6.14-10, *Key Viewpoint 9: Stockton Avenue TOJD – From Villa Avenue (Single and Twin Bore)*, includes a visual simulation of the view of the Stockton Avenue Ventilation Structure from Villa Street. Although this image shows the Transit-Oriented Joint Development as well, the façade for the ventilation facility would be similar. Figure 4.16-3, *Key Viewpoint 2: 13th Street Ventilation Structure (Single and Twin Bore)*, shows the visual simulation of the 13th Street Ventilation Structure. Below is a photo of an existing BART ventilation structure.

SU OPINIÓN CUENTA

Fecha: 2/23/17 Nombre del proyecto: Bart

Tengo una pregunta/comentario sobre:

Why hasn't single bore beer built in USA — what are problems w/ single bore

P55-1

Me gustaría obtener más información sobre:

☐ Diseño ☐ Reuniones comunitarias ☐ Financiamiento
☐ Compra de propiedades ☐ Impactos en el medio ambiente ☐ Calendario
☐ Impacto de los proyectos de construcción ☐ Otro:

Gracias por sus comentarios. Si desea que le respondamos o que lo incluyamos en nuestra lista para recibir información por correo, por favor llene la información que se solicita en la sección de abajo. También puede llamarnos a la línea del Programa de Extensión de VTA en la Comunidad (Community Outreach Line) al (408) 321-7575. Gracias por su opinión.

P55-2

Nombre Tessa Woodmansee

Dirección 641 Stockton Ave

Ciudad: SJ, CA Estado: Código Postal: 95126

Teléfono 415. 962.1464 Mejor horario para llamarle:

Fax: Email: cleanairs@gmail.com

0807-6454

VTA. Santa Clara Valley Transportation Authority

YOUR OPINION COUNTS

Date: 2/23/17 Name of Project: Bart

I have a question/comment about:

We don't Want Bart to go to Santa Clara UNDERGROUND. NOT through our historic neighborhood

P55-4

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.

P55-2

Name Tessa Woodmansee

Address 641 Stockton Ave

City: SJ State: CA Zip: 95126

Phone: 415 962 1464 Best time to call:

Fax: E-mail: cleanairs@gmail.com

0806-6409

VTA. Santa Clara Valley Transportation Authority

Date: 2/23/17 Name of Project: Bart

I have a question/comment about:

~~[illegible]~~ Buy Royal Coach Tours for area for rental retail Biz's

P55-5

I would like more information about:

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

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

Name Tessa Woodmansee

Address 641 Stockton Ave

City: SJ State: CA Zip: 95126

Phone: 4159621464 Best time to call:

Fax: Email: cleanairs@

0806-6409

Date: 2/23/17 Name of Project: Bart

I have a question/comment about:

IF comes down Stockton: 1) QUIET - Absolutely 2) No vibration

P55-3

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.

Name Tessa Woodmansee

Address 641 Stockton Ave

City: State: Zip:

Phone: Best time to call:

Fax: E-mail:

0806-6409

Response to Comment Letter P55

Tessa Woodmunsee

P55-1 Single-bore tunneling for transit operations is a relatively new approach. However, single-bore tunneling has been used for water projects throughout the U.S.A and also for some highway projects. The comment does not raise an environmental issue.

P55-2 The single-bore does not create any unique environmental impacts that are substantially different from the traditional twin-bore. The major differences exist in constructability and operations due to deep tunnel stations. Approximately 20 percent more muck would be removed during the larger diameter tunnel construction, and there would be a similar proportion of additional truck haul trips. The station entrances would be substantially deeper with the single-bore tunneling methodology requiring riders to cover greater distances to get to the surface. More powerful ventilation systems would be needed to transport air longer distances.

P55-3 Regarding concerns about noise and vibration along Stockton Avenue, there are two project elements at this location, tunnel underneath Stockton Avenue and Vent Structure (four options), in the vicinity of Stockton Avenue.

For both noise and vibration analysis, it is assumed that the Stockton Avenue residents would be 50 feet from the tunnel centerline (for both Twin-Bore and Single-Bore Options) based on the plans and profiles. At this depth, the groundborne noise level from the Tunnel Boring Machine (TBM) is projected to be in the range of 26–28 A-weighted decibels (dBA), which is less than the FTA criterion of 38 dBA for groundborne noise for "occasional events," which is applicable because of the short-term nature of the event.

As stated in Section 5.5.13.1, there is one residence approximately 120 feet from the proposed Stockton Avenue Ventilation Structure. Construction of either of the two southernmost ventilation structure alternative sites would result in adverse construction noise effects. Implementation of Mitigation Measures NV-CNST-A through NV-CNST-O, described in Chapter 5, Section 5.5.13, *Noise and Vibration*, would reduce this impact.

It is projected that residences within a horizontal distance of 50 feet of the tunnel centerline may experience TBM vibration for a period of up to 4 days, affecting approximately 36 residences (mostly west of the Diridon Station) that could experience annoyance from TBM vibration. This would be a short-term temporary impact and thus would not be significant.

As shown in Table 4.12-21, *Projected Levels of Groundborne Noise for Twin-Bore Option*, groundborne noise impacts at Stockton Avenue (and nearby Schiele Avenue, Harding Avenue, and Taylor Street) due to tunnel operations would be less than the FTA threshold of 35 dBA with implementation of Isolated Slab Track as proposed under Mitigation Measure NV-B: Reduce Groundborne Noise Levels, described in Section 4.12, *Noise and Vibration*, subsection 4.12.4.3, *Groundborne Noise and Vibration Impacts from Operations*, under the subheading, *Twin-Bore Option*.

Once operational, the train noise emitted from the Stockton Avenue Ventilation Shaft would be minimal. As quantified in Table 4.12-12, *Airborne Train Noise from Stockton Ventilation Shaft*, no increase over the existing ambient noise levels would occur. No noise impacts are projected to occur for this source of operational noise. Therefore, no mitigation is required for train noise that exits the tunnel from the ventilation shaft.

Once operational, the groundborne vibration impacts at Stockton Avenue (and nearby Schiele Avenue, Harding Avenue, and Taylor Street) due to tunnel and ventilation structure operations would be less than the FTA threshold of 72 dBA. No mitigation is required.

P55-4 The rationale for why Santa Clara Station is included as part of the preferred alternative is addressed in Master Response 6, *Why Santa Clara as a Terminal Station?* The project in question does not preclude future BART extensions in response to the suggestion to extend BART to San Carlos.

P55-5 The comment does not raise an environmental issue.

YOUR OPINION COUNTS

Date: 2/23/17 Name of Project: BART PHASE II

I have a question/comment about:

NOISE FROM VENTILATION STRUCTURES AND FINAL LOCATION

NOISE FROM CONSTRUCTION/TUNNELING/ OPERATIONS

SIMILAR EXISTING STRUCTURES WE CAN VISIT

I would like more information about:

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

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

Name MICHAEL RIEPE

Address 762 SCHIELE AVE

City: SAN JOSE State: CA Zip: 95126

Phone: 408-218-4490 Best time to call: LUNCH, 5:00+

Fax: _____ E-mail: MIKE.RIEPE@GMAIL.COM

0806-6409

SANTA CLARA Valley Transportation Authority

P56-1

Response to Comment Letter P56

Michael Riele

P56-1 Regarding concerns about noise and vibration along Stockton Avenue, there are two project elements at this location, tunnel underneath Stockton Avenue and Vent Structure (four options), in the vicinity of Stockton Avenue.

For both noise and vibration analysis, it is assumed that the Stockton Avenue residents would be 50 feet from the tunnel centerline (for both Twin-Bore and Single-Bore options) based on the plans and profiles. At this depth, the groundborne noise level from the TBM is projected to be in the range of 26–28 dBA, which is less than the FTA criterion of 38 dBA for groundborne noise for "occasional events," which is applicable because of the short-term nature of the event.

As stated in Section 5.5.13.1, there is one residence approximately 120 feet from the proposed Stockton Avenue Ventilation Structure. Construction of either of the two southernmost ventilation structure alternative sites would result in adverse construction noise effects. Implementation of Mitigation Measures NV-CNST-A through NV-CNST-O, described in Chapter 5, Section 5.5.13, *Noise and Vibration*, would reduce this impact.

It is projected that residences within a horizontal distance of 50 feet of the tunnel centerline may experience TBM vibration for a period of up to 4 days, affecting approximately 36 residences (mostly west of the Diridon Station) that could experience annoyance from TBM vibration. This would be a short-term temporary impact and thus would not be significant.

As shown in Table 4.12-21, *Projected Levels of Groundborne Noise for Twin-Bore Option*, groundborne noise impacts at Stockton Avenue (and nearby Schiele Avenue, Harding Avenue, and Taylor Street) due to tunnel operations would be less than the FTA threshold of 35 dBA with implementation of Isolated Slab Track as proposed under Mitigation Measure NV-B: Reduce Groundborne Noise Levels, described in Section 4.12, *Noise and Vibration*, subsection 4.12.4.3, *Groundborne Noise and Vibration Impacts from Operations*, under the subheading, *Twin-Bore Option*.

Once operational, the train noise emitted from the Stockton ventilation shaft would be minimal. As quantified in Table 4.12-12, *Airborne Train Noise from Stockton Ventilation Shaft*, no increase over the existing ambient noise levels would occur. No noise impacts are projected to occur for this source of operational noise. Therefore, no mitigation is required for train noise that exits the tunnel from the ventilation shaft.

Once operational, the groundborne vibration impacts at Stockton Avenue (and nearby Schiele Avenue, Harding Avenue, and Taylor Street) due to tunnel and ventilation structure operations would be less than the FTA threshold of 72 dBA. No mitigation is required.

The commenter's request to visit an existing ventilation structure is noted. Please contact Duncan Watry at DWatry@bart.gov to schedule a site visit.

YOUR OPINION COUNTS

Date: 2/23/17 Name of Project: Bart

I have a question/comment about:

1) How will the single-bore & twin bore construction affect vintage (100+ yrs) residential foundations & high rise integrity? P58-1 P58-2

→ Concerned over single foundations.

I would like more information about: Need to talk to people that have been thru it.

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

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

Name: Terri Balandra
Address: 1580 Sierra Ave
City: San Jose State: Ca Zip: 95126
Phone: 408.309.3714 Best time to call:
Fax: E-mail: tbalandra@apr.com

0806-0409

VTA. Santa Clara Valley Transportation Authority

YOUR OPINION COUNTS

Date: 2/23/17 Name of Project: Bart

I have a question/comment about:

Founation inspections before boring starts and at intervals during construction/vibration measuring possible impacts. P57-1

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.

Name: Terri Balandra
Address: 1580 Sierra Ave
City: San Jose State: Ca Zip: 95126
Phone: 408 309.3714 Best time to call:
Fax: E-mail: tbalandra@apr.com

0806-0409

VTA. Santa Clara Valley Transportation Authority

Response to Comment Letter P57

Terri Balandra

P57-1 Construction surface settlement is addressed in Section 5.5.9.2, *Surface Settlement*, and, according to the impact analysis, impacts on house foundations would not be adverse. Mitigation Measures GEO-CNST-B: Implement Preconstruction Condition Surveys along the Tunnel Alignment, and GEO-CNST-C: Monitor Ground Surface during Tunneling Activities, described in Chapter 5, Section 5.5.9, *Geology, Soils, and Seismicity*, would proactively identify any issues with surface settlement so corrective actions could be implemented.

YOUR OPINION COUNTS

Date: 2/23/17 Name of Project: Bart

I have a question/comment about:

1) How will the single-bore & twin bore construction affect vintage (100+ yrs) residential foundations & high rise integrity? P58-1

-> Concerned over single foundations P58-2

I would like more information about: Need to talk to people that have been thru it.

☐ Design Features ☒ Community Meetings ☐ Funding

☐ Property Acquisition ☒ Environmental Effects ☐ Schedule

☒ Construction Impacts ☐ Other:

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

Name: Terri Balandra

Address: 1580 Sierra Ave

City: San Jose State: Ca Zip: 95126

Phone: 408.309.3714 Best time to call:

Fax: E-mail: tbalandra@apr.com

0806-6409

Valley Transportation Authority

YOUR OPINION COUNTS

Date: 2/23/17 Name of Project: Bart

I have a question/comment about:

Foundation inspections before boring starts and at intervals during construction/vibration measuring possible impacts. P57-1

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.

Name: Terri Balandra

Address: 1580 Sierra Ave

City: San Jose State: Ca Zip: 95126

Phone: 408 309.3714 Best time to call:

Fax: E-mail: tbalandra@apr.com

0806-6409

Valley Transportation Authority

Response to Comment Letter P58

Terri Balandra

P58-1 Construction surface settlement is addressed in Section 5.5.9.2, *Surface Settlement,* and, according to the impact analysis, impacts on house foundations would not be adverse. Mitigation Measures GEO-CNST-B: Implement Preconstruction Condition Surveys along the Tunnel Alignment, and GEO-CNST-C: Monitor Ground Surface during Tunneling Activities, described in Chapter 5, Section 5.5.9, *Geology, Soils, and Seismicity*, would proactively identify any issues with surface settlement so corrective actions could be implemented. In addition, vibration monitoring would be required for buildings with 100 feet of construction activities as outlined in mitigation measures NV-CNST-P through NV-CNST-S, described in Chapter 5, Section 5.5.13, *Noise and Vibration*. Mitigation Measure NV-CNST-P: Implement a Construction Vibration Control and Monitoring Plan, includes restrictive vibration thresholds for historic buildings.

P58-2 See response to comment P58-1.

Swan, Samantha

From: Stephanie Jayne <sajayne@gmail.com>
Sent: Sunday, February 26, 2017 10:46 PM
To: bartphase2eis-eir
Subject: public comment on BART - SJ Downtown stations

Thank you for responding to my comments. See below.

1.&I am a parent at Horace Mann Elementary school. Horace Mann is the ONLY International Baccalaureate elementary school in San Jose. Because of this unique distinction, our school is able to serve children in the immediate neighborhood as well as from all over the San Jose Unified School District.
2.&Our school community is very concerned about the possibility of having a BART station (the east option) directly across the street from/adjacent to an elementary school. Many parents have concerns related to safety and increased number of strangers in close proximity to our children. In addition, there are some concerns about the multi-year construction impacts to the school in terms of noise during the school day, traffic, recruiting challenges for new families, etc. P59-1
3.&We are formally asking that VTA provide us with information as to any other BART stations (or similar transit stations) adjacent to elementary schools. We would like to understand the impacts to the school, and how any negative impacts can be mitigated in the design stage. P59-2
4.&I am in favor of BART coming to SJ, though I have concerns about the placement of the station. Thus, as a school parent at Horace Mann (and an employee of San Jose City Hall), I strongly oppose the east option for the downtown station and thus, strongly support the west option. P59-3
5.&My impression is that our local school was not considered an important stakeholder in this conversation about BART station placement from the beginning. I have been at the school for 1 year and this is the first time that I am aware of that it has been brought directly to the school community for information/questions. I understand that public meetings were held, and my apologies for not being aware that one of the options would so significantly impact our school community.
6.&I request that Horace Mann Elementary school/Team Horace be identified as a specific stakeholder for further discussions. P59-4
7.&One additional consequence that will impact many of our school families is the potential loss of one of the primary and local sources of affordable groceries/food (Grocery Outlet at Santa Clara and 7th St) for our school families. Is there a plan in place that would allow for replacement of the grocery store currently located at Santa Clara/7th street? P59-5
8. Our school community includes many families who are more comfortable speaking in Spanish. For all public comment meetings in the future, please allow for Spanish interpretation. P59-6
9. We also understand that there is a "community workgroup/workshop" process underway. Please advise with the details ASAP so that the Horace Mann school community can be involved in these discussions. P59-7

Please acknowledge receipt of these comments, as well as responses to the specific requests.

Sincerely,
Stephanie Jayne

--

Stephanie Jayne, MPP
Consultant, International Development / Monitoring and Evaluation (M&E)

Response to Comment Letter P59

Stephanie Jayne

P59-1 Potential impacts on schools such as construction and long-term noise and traffic of the Downtown San Jose East Station Option are discussed in the SEIS/SEIR in the following sections: Section 4.4.4.2, *BART Extension Alternative,* Section 5.5.5, *Community Facilities and Public Services,* Section 5.5.13.1 *Noise Impacts,* Section 5.5.15, *Socioeconomics,* and in Land Use under Section 6.5.5, *Environmental Consequences and Mitigation Measures*.

As discussed in Section 4.4, *Community Facilities and Public Services,* VTA would coordinate with the Santa Clara County Sheriff's Office to police areas outside the operating corridor. BART police will patrol the station platforms and trackways. In addition, VTA and BART would also expand existing mutual-aid agreements with local police providers in the Cities of San Jose and Santa Clara.

P59-2 There are a number of schools located across the street or within several blocks of a BART station. Some of these schools are listed below following the name of the BART station.

1. Millbrae – Mills High School (4 blocks)
2. South San Francisco – El Camino High School (across the street)
3. Colma – Holy Angels Middle School (1 block)
4. Daly City – Woodrow Wilson Elementary (4 blocks)
5. Balboa Park – San Miguel Child Development Center, Leadership High School, James Denman Middle School, and Balboa High School (all across the street)
6. Glen Park – Glen Park Elementary School (2 blocks)
7. 24th Street Mission – Buena Vista Horace Mann Elementary (2 blocks)
8. 16th Street Mission – Marshall Elementary (1 block)
9. Rockridge – Claremont Middle School (across the street)
10. Walnut Creek – Halstrom Academy (across the street)
11. Pleasant Hill – Fusion Academy (across the street)
12. Concord – Diablo Valley School (2 blocks)
13. North Concord/Martinez – Sun Terrace Elementary School (2–3 blocks)
14. Ashby – Malcolm X Elementary (2 blocks)
15. El Cerrito Plaza – Harding Elementary (4 blocks)

16. Fruitvale – Arise High School (across the street)
17. San Leandro – St. Leander School (2 blocks)
18. Hayward – Our Lady of the Rosary (1 block)
19. Warm Springs – Soon to be across the street

P59-3 Support for the Downtown San Jose Station West Option has been noted.

P59-4 Horace Mann Elementary School has been added as a member of the Downtown San Jose/Diridon Community Working Group Affiliates list in Section 10.4.1, *Community Working Groups*.

P59-5 The following grocery stores and food markets are located within a mile of the Grocery Outlet, which would be displaced by the Downtown San Jose Station East Option: Mi Pueblo Food Center, Safeway, Nijiya Market, Whole Foods, Artegas Food Center, Trader Joe's, Chaparral Supermarket, Dai Tanh, Kumar Island Market, Medex Drugs, and La Raza Supermarket.

P59-6 VTA's meeting announcements are produced in multiple languages: English, Spanish, Chinese, Portuguese, Korean, and Vietnamese. Interpreters are provided at meetings according to need and as requested.

P59-7 See response to comment P59-4.

Swan, Samantha

From: Julia Howlett <sanjosejulia@gmail.com>
Sent: Monday, February 27, 2017 9:59 AM
To: bartphase2eis-eir
Subject: Public comment on BART phase 2 EIR

Mr. Fitzwater,

As a parent of a Second Grade student at Horace Mann Elementary, I am deeply concerned about the East option BART station, which would be located directly across from or adjacent to the school.

My specific concerns are: P60-1

1. The safety of our children with an increased number of strangers so close to our school, and easy access to a possible quick escape on BART.

2. Construction impacts to the school such as noise or ground shaking during the school day. P60-2

3. Traffic impacts around the school during and after construction. P60-3

4. How well the station would be monitored and maintained, and any negative impacts to the neighborhood from the station. P60-4

5. Any loss of parking in the area for parents during drop off/pick up or for school functions, both temporary and long-term. P60-5

6. The impact on trying to recruit new families to our school – they will have similar concerns about construction impacts and long-term safety for their children. P60-6

7. The lack of outreach to the school and parents about the East option, and any affects to the school. P60-7

8. The impact of losing a much-needed grocery store in this location. This is an important resource for the local community as well as SJ State students. P60-8

Please acknowledge receipt of these comments, as well as responses to the specific requests.

Thank you,

Julia Howlett

Response to Comment Letter P60

Julia Howlett

P60-1 As discussed in Section 4.4, *Community Facilities and Public Services,* VTA will coordinate with the Santa Clara County Sheriff's Office to police areas outside the operating corridor. BART police will patrol the station platforms and trackways. In addition, VTA and BART would also expand existing mutual-aid agreements with local police providers in the Cities of San Jose and Santa Clara to provide assistance when necessary.

P60-2 Potential construction noise or ground shaking impacts on Horace Mann Elementary School are addressed in Chapter 5, *NEPA Alternatives Analysis of Construction,* in Sections 5.5.9, *Geology, Soils and Seismicity,* and 5.5.13, *Noise and Vibration*. Section 5.5.9.3, *Surface Settlement*, discusses ground shaking and includes Mitigation Measures GEO-CNST-B through GEO-CNST-G to reduce adverse construction related ground shaking impacts to acceptable levels. Section 5.5.13.3, *Noise and Vibration Mitigation Measures,* includes mitigation measures NV-CNST-A thru NV0CNST-O to reduce adverse construction related noise impacts to acceptable levels. These mitigation measures generally apply to both the Twin-Bore and Single-Bore tunneling methodologies and Downtown San Jose Station East and West Options. However, the Downtown San Jose Station East Option with the Twin-Bore construction methodology would require more extensive application of these mitigation measures because the station would be of cut-and-cover construction from the surface. This is in contrast to the Single-Bore construction methodology whereby the station is constructed underground except for the entrances and ventilation systems.

P60-3 Although there are no local policies or thresholds for assessing construction-period traffic impacts, disruption to vehicular, bicycle, and pedestrian traffic in Downtown San Jose due to extended construction along Santa Clara Street would be considered an *adverse effect* under NEPA. VTA will implement Mitigation Measures TRA-CNST-A: Develop and Implement a Construction Education and Outreach Plan, and TRA-CNST-B: Develop and Implement a Construction Transportation Management Plan, described in Chapter 5, Section 5.5.1, *Construction Outreach Management Program*, to provide extensive outreach, minimize the traffic disruptions, and accommodate local businesses where possible.

Even with implementation of Mitigation Measures TRA-CNST-A and TRA-CNST-B, roadway impacts caused by construction of the Downtown San Jose East under the Twin-Bore Option and Single-Bore Option, as summarized in Table 5-2, *Downtown San Jose Station Twin-Bore Roadway Construction*

Impacts, would have an *adverse effect* on vehicular traffic under NEPA and a *significant and unavoidable impact* under CEQA.

For operations, see the discussion under Section 3.5.2.6. Because parking is not provided for either of the Downtown San Jose Station options, the project would not attract substantial traffic to the area. Based on the text discussion, impacts would be minor and no mitigation is required.

P60-4 See response to comment P60-1.

P60-5 With the Downtown San Jose Station East, Twin-Bore Option, parking along Santa Clara Street between 6th and 7th Streets in front of Horace Mann Elementary School would not be available during construction activities. As stated in Section 5.5.2.5, *Downtown San Jose Station East Option, Vehicular Traffic*, in the second paragraph, "For the Twin-Bore Option, north and south of Santa Clara Street, 3rd through 7th Streets and Santa Clara Street between 3rd and 7th Streets, would be temporarily closed for month at a time during various phases of construction of the Downtown San Jose East Option." Therefore, with this option, there will be times when drop off/pick up from Santa Clara Street will be restricted. Street parking would be restored as construction phases are completed. Mitigation Measures TRA-CNST-A through TRA-CNST-C, described in Chapter 5, Section 5.5.1, *Construction Outreach Management Program*, are designed to provide outreach including notification of construction activities, development and implementation of a Transportation Management Plan, and development and implementation of a Parking Management Plan. Regardless of these mitigation measures, impacts would remain adverse and significant for the Downtown San Jose Station East, Twin-Bore Option. Because the Downtown San Jose East, Single-Bore Option requires aboveground construction at entrances and systems facilities at the corner of Santa Clara Street and 6th and 7th Streets, temporary lane closures would be required, which may impact drop off/pick up across the street at Horace Mann Elementary School. Even with the mitigation measures described above, this impact is considered *adverse* and *significant*. The Downtown San Jose Station West, Twin- and Single-Bore Options would not impact Santa Clara Street near Horace Mann Elementary School.

Once construction is completed, there would be no impact on drop off/pick up along Santa Clara Street at Horace Mann Elementary School. Therefore, there would not be any long-term impacts for drop off/pick up at the school.

P60-6 The commenter's concerns have been noted. The comment does not raise an environmental issue.

P60-7 The Notice of Preparation for the Draft SEIS/SEIR was released in January 2015, and three scoping meetings were held including two in San Jose. On December 28, 2016, the Draft SEIS/SEIR was released for public review. Over 60,000

mailers were sent to residents, tenants, property and business owners along the 6-mile corridor to advise of the environmental review process, status of the project, and opportunities to learn about the project and comment. The mailer included the dates and locations of the three public hearings. VTA held three environmental public hearings to provide the community opportunities to learn about the project and environmental impacts and mitigation measures and enter comments into the record regarding the Draft SEIS/SEIR. Public Hearings were held on January 25, 2017, at the Mexican Heritage Plaza in San Jose, on January 26, 2017, at the Santa Clara Senior Center in Santa Clara, and on January 30, 2017, at the San Jose City Hall. The availability of the Draft SEIS/SEIR was also advertised in local periodicals including the *San Jose Mercury News*, *Santa Clara Weekly*, *El Observador*, *VIETNAM*, *The Korea Times*, *Philippines Today*, *Tribuna Portguesa* and *Sing Tao Daily*. Additionally, a robust digital outreach, traditional, and social media campaign helped to spread the word about the document's public circulation. At the request of Horace Mann Elementary School, VTA staff attended a meeting on February 16, 2017, to describe the project features near the school and respond to questions.

In addition, Horace Mann Elementary School has been added as a member of the Downtown San Jose/Diridon Community Working Group Affiliates list in Section 10.4.1, *Community Working Groups*, and will be notified of future meetings.

Regarding potential impacts, refer to responses to comments P60-1 through P60-6.

P60-8 The comment raises a real estate issue that is addressed in Master Response 5, *Real Estate Acquisition for VTA Projects*, which covers the following topics:

- What Types of Real Property Does VTA Purchase?
- How are Property Owners Protected When VTA Purchases Real Property?
- When Will Property Owners Know Whether Their Property Will Be Acquired?
- When Does VTA Purchase Real Property for Transportation Projects?
- When and How Will Property Owners Be Contacted?
- What are the Steps During the Acquisition Process?
- How are Properties Valued and What Compensation is Paid by VTA?
- What If I Don't Want to Sell My Property to VTA?

VTA is not required to prepare a relocation plan for this business. However, the Master Response section on "How are Properties Valued and What Compensation is Paid by VTA?" states that eligible property owners and tenants who are

required to relocate as a result of the acquisition may also be entitled to relocation benefits as provided by law.

YOUR OPINION COUNTS

Date: 02/27/16 Name of Project: VTA BART

I have a question/comment about:
Please use an alternate route other than Marburg Plaza community. Concerned about Environmental impact, noise and overall Economic impact on the community.
Please use an alternative route

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

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

Name KARTHIK THUMULA

Address 371 Delino Cir

City: San Jose State: CA Zip: 95133

Phone: 408-659-6510 Best time to call: After 5PM

Fax: _____ E-mail: Karthikthumula@gmail.com

0806-6409

VTA Santa Clara Valley Transportation Authority

P61-1

Response to Comment Letter P61

Karthik Thutauta

P61-1 Refer to Master Response 4, *Marburg Place Concerns,* regarding noise and vibration impacts, traffic, health and safety, stability of foundations, home values, and history of alignment. A summary of the five alignment alternatives examined around U.S. 101 and the Alum Rock/28th Street Station is provided in Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn*, and Master Response 1, *Summary of U.S. 101 Alignment Alternatives*. These alternatives were not chosen to be further evaluated and carried forward in the environmental clearance phase due to design and engineering limitations, construction and operational impacts, additional right-of-way/real estate requirements, inefficient passenger access and intermodal connectivity, and/or substantial environmental impacts.

The comment raises a real estate issue that is addressed in Master Response 5, *Real Estate Acquisition for VTA Projects*, which covers the following topics:

- What Types of Real Property Does VTA Purchase?
- How are Property Owners Protected When VTA Purchases Real Property?
- When Will Property Owners Know Whether Their Property Will Be Acquired?
- When Does VTA Purchase Real Property for Transportation Projects?
- When and How Will Property Owners Be Contacted?
- What are the Steps During the Acquisition Process?
- How are Properties Valued and What Compensation is Paid by VTA?
- What If I Don't Want to Sell My Property to VTA?

YOUR OPINION COUNTS

Date: 2/27/17 Name of Project: BART To Alum Rock

I have a question/comment about:

① Why was the route changed from using the existing SP Tracks? How will underground tunnel impact my home? When will decision to use single vs twin bore be?

I would like more information about:

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

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

Name Patricia McLeod

Address 337 Destino Cir

City: San Jose State: CA Zip: 95133

Phone: _____ Best time to call: _____

Fax: _____ E-mail: E2mkv2@gmail.com

8806-6409

VTA Santa Clara Valley Transportation Authority

P62-1

P62-2

P62-3

Response to Comment Letter P62

Patricia McLeon

P62-1 Refer to Master Response 4, *Marburg Place Concerns,* regarding noise and vibration impacts, traffic, health and safety, stability of foundations, home values, and history of alignment. A summary of the five alignment alternatives examined around U.S. 101 and the Alum Rock/28th Street Station is provided in Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn*, and Master Response 1, *Summary of U.S. 101 Alignment Alternatives*. These alternatives were not chosen to be further evaluated and carried forward in the environmental clearance phase due to design and engineering limitations, construction and operational impacts, additional right-of-way/real estate requirements, inefficient passenger access and intermodal connectivity, and/or substantial environmental impacts.

P62-2 Refer to Master Response 4, *Marburg Place Concerns,* regarding noise and vibration impacts, traffic, health and safety, stability of foundations, home values, and history of alignment.

P62-3 The VTA Board of Directors is planning to recommend a final project description (including the selection of options) to be included in the Final SEIS/SEIR in Fall 2017 at a Board of Directors' meeting. The VTA Board of Directors would consider certifying the Final SEIR and approving the project at the end of the year. The Federal Transit Administration (FTA) would issue a Record of Decision following VTA's action.

YOUR OPINION COUNTS

Date: 2/27/17 Name of Project: BART Extension Phase II

I have a question/comment about:

- Please consider seriously the different alignment options.
- We absolutely do no want tunnel under our homes!
- We are requesting VTA design a route/tunnel under freeway 101, away from under our property

I would like more information about:

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

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

Name: Paul Kim

Address: 303 Destino Circle

City: San Jose State: CA Zip: 95139

Phone: _____ Best time to call: _____

Fax: _____ E-mail: p_lkim@yahoo.com

0806-6409

VTA Santa Clara Valley Transportation Authority

P63-1

Response to Comment Letter P63

Paul Kim

P63-1 A summary of the five alignment alternatives examined around U.S. 101 and the Alum Rock/ 28th Street Station is provided in Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn,* and Master Response 1, *Summary of U.S. 101 Alignment Alternatives*. These alternatives were not chosen to be further evaluated and carried forward in the environmental clearance phase due to design and engineering limitations, construction and operational impacts, additional right-of-way/real estate requirements, inefficient passenger access and intermodal connectivity, and/or substantial environmental impacts.

YOUR OPINION COUNTS

Date: 2-27-19 Name of Project: BART VTA

I have a question/comment about:

I am worried about the value of my house being significantly effecting my Resale Value.

when I bought this property I looked online to look at what I need to consider nothing was disclosed or available Regarding bart station going to be built under my this Property.

I would like more information about:

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

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

Name Nick Zirnoon

Address 351 Destino circle

City: San Jose State: CA Zip: 95133

Phone: 650-417-8282 Best time to call: any time

Fax: _____ E-mail: Zirnoon@gmail.com

0806-6401

VTA. SANTA CLARA Valley Transportation Authority

P64-1

Response to Comment Letter P64

Nick Zirnoon

P64-1 Refer to Master Response 4, *Marburg Place Concerns,* regarding noise and vibration impacts, traffic, health and safety, stability of foundations, home values, and history of alignment. A summary of the five alignment alternatives examined around U.S. 101 and the Alum Rock/28th Street Station is provided in Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn*, and Master Response 1, *Summary of U.S. 101 Alignment Alternatives*. These alternatives were not chosen to be further evaluated and carried forward in the environmental clearance phase due to design and engineering limitations, construction and operational impacts, additional right-of-way/real estate requirements, inefficient passenger access and intermodal connectivity, and/or substantial environmental impacts.

Economic impacts (such as a change in property values) of a project are only subject to CEQA if they result in physical impacts. As stated in the SEIS/SEIR, there would be no significant physical impacts (such as noise and vibration) of BART tunnel operation on land uses aboveground.

YOUR OPINION COUNTS

Date: 02/27 Name of Project: VAT BART PH II

I have a question/comment about:

(1) I don't like BART to create tunnel under my home

(2) If this project needs to go ahead how much will be paid to buy my home.

I would like more information about:

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

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

Name Mwhammad Rehman

Address 385 Destino Circle

City: San Jose State: CA Zip: 95133

Phone: 4157285177 Best time to call: _____

Fax: _____ E-mail: _____

08D6-6409

VTA Santa Clara Valley Transportation Authority

P65-1

Response to Comment Letter P65

Muhammad Rehman

P65-1 Refer to Master Response 4, *Marburg Place Concerns,* regarding noise and vibration impacts, traffic, health and safety, stability of foundations, home values, and history of alignment. A summary of the five alignment alternatives examined around U.S. 101 and the Alum Rock/28th Street Station is provided in Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn*, and Master Response 1, *Summary of U.S. 101 Alignment Alternatives*. These alternatives were not chosen to be further evaluated and carried forward in the environmental clearance phase due to design and engineering limitations, construction and operational impacts, additional right-of-way/real estate requirements, inefficient passenger access and intermodal connectivity, and/or substantial environmental impacts.

Economic impacts (such as change in property values) of a project are only subject to CEQA if they result in physical impacts. As stated in the SEIS/SEIR, there would be no significant physical impacts (such as noise and vibration) of BART tunnel operation on land uses aboveground.

YOUR OPINION COUNTS

Date: 2/27/17 Name of Project: VTA Bart Phase II

I have a question/comment about:

(1) Alternate Route under 101
what is the study about why you cannot dig tunnel under 101
Please consider this route

(2) will you aquire properties that object to this Project

I would like more information about:

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

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

Name Rohan Davuluri
Address 317 Destino Circle
City: San Jose State: CA Zip: 95133
Phone: _____ Best time to call: _____
Fax: _____ E-mail: _____

0806-6409

VTA Santa Clara Valley Transportation Authority

P66-1

P66-2

Response to Comment Letter P66

Rohan Davuhuri

P66-1 A summary of the five alignment alternatives examined around U.S. 101 and the Alum Rock/28th Street Station is provided in Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn,* and Master Response 1, *Summary of U.S. 101 Alignment Alternatives*. These alternatives were not chosen to be further evaluated and carried forward in the environmental clearance phase due to design and engineering limitations, construction and operational impacts, additional right-of-way/real estate requirements, inefficient passenger access and intermodal connectivity, and/or substantial environmental impacts.

VTA has evaluated multiple alternatives in this area. The alignment described in the SEIS/SEIR was found to be the most feasible.

P66-2 VTA will only purchase properties if the BART Extension displaces a property. The tunnel beneath Marburg Place would not displace any properties; therefore, acquisition and relocation is not necessary. However, easements would be required for tunneling under properties.

The comment raises a real estate issue that is addressed in Master Response 5, *Real Estate Acquisition for VTA Projects*, which covers the following topics:

- What Types of Real Property Does VTA Purchase?
- How are Property Owners Protected When VTA Purchases Real Property?
- When Will Property Owners Know Whether Their Property Will Be Acquired?
- When Does VTA Purchase Real Property for Transportation Projects?
- When and How Will Property Owners Be Contacted?
- What are the Steps During the Acquisition Process?
- How are Properties Valued and What Compensation is Paid by VTA?
- What If I Don't Want to Sell My Property to VTA?

YOUR OPINION COUNTS

Date: 02/27/2017 Name of Project: _____

I have a question/comment about:

What is the impact on property value after or during the construction/operation of bart.

I would like more information about:

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

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

Name Pankaj Silpure

Address 367 destino cir

City: San Jose State: CA Zip: 95133

Phone: 408-368-1174 Best time to call: _____

Fax: _____ E-mail: pank9v@gmail.com

0806409

VTA Santa Clara Valley Transportation Authority

YOUR OPINION COUNTS

Date: 02/27/17 Name of Project: _____

I have a question/comment about:

I would like you to re-consider alignment underneath 101 or the one which avoids our property.

I would like more information about:

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

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

Name Pankaj Silpure

Address 367 destino cir

City: San Jose State: CA Zip: 95133

Phone: 408-368-1174 Best time to call: _____

Fax: _____ E-mail: pank9v@gmail.com

0806409

VTA Santa Clara Valley Transportation Authority

P67-1

Response to Comment Letter P67

Pankaj Silpure

P67-1 VTA will only purchase properties if the BART Extension displaces a property. The tunnel beneath Marburg Place would not displace any properties; therefore, acquisition and relocation is not necessary. However, easements would be required for tunneling under properties.

The comment raises a real estate issue that is addressed in Master Response 5, *Real Estate Acquisition for VTA Projects*, which covers the following topics:

- What Types of Real Property Does VTA Purchase?
- How are Property Owners Protected When VTA Purchases Real Property?
- When Will Property Owners Know Whether Their Property Will Be Acquired?
- When Does VTA Purchase Real Property for Transportation Projects?
- When and How Will Property Owners Be Contacted?
- What are the Steps During the Acquisition Process?
- How are Properties Valued and What Compensation is Paid by VTA?
- What If I Don't Want to Sell My Property to VTA?

Economic impacts (such as change in property values) of a project are only subject to CEQA if they result in physical impacts. As stated in the SEIS/SEIR, there would be no significant physical impacts (such as noise and vibration) of BART tunnel operation on land uses aboveground.

A summary of the five alignment alternatives examined around U.S. 101 and the Alum Rock/28th Street Station is provided in Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn,* and Master Response 1, *Summary of U.S. 101 Alignment Alternatives*. These alternatives were not chosen to be further evaluated and carried forward in the environmental clearance phase due to design and engineering limitations, construction and operational impacts, additional right-of-way/real estate requirements, inefficient passenger access and intermodal connectivity, and/or substantial environmental impacts.

Swan, Samantha

From: Chris Morrisey <morrisey@sjaa.com>
Sent: Tuesday, February 28, 2017 1:24 PM
To: bartphase2eis-eir
Subject: Project Comments
Attachments: 2-17 SJ Arena Authority BART EIR.pdf

San Jose Arena Authority

P.O. BOX 90207
SAN JOSE, CA 95109-3207
FAX 408.977.4784
TEL 408.977.4780
TTY 408.977.4779

February 28, 2017

Tom Fitzwater
SVRT Environmental Planning Manager
VTA Environmental Programs & Resources Management
3331 North First Street, Building B-2
San Jose, CA 95134

Dear Tom:

This letter is in response to the Draft Supplemental Environmental Impact Statement/Draft Subsequent Environmental Impact Report and Draft Section 4 (f) Evaluation (Draft SEIS/SEIR) on the VTA's BART Silicon Valley – Phase II Extension Project (SCH# 2002022004). Please be advised that the comments included in this correspondence specifically relate to the BART project in the vicinity of SAP Center at San Jose and the San Jose Diridon Station. P68-1

(1) Identifying BART Construction Issues

As has been discussed in public meetings, including the recent public hearings as well as the Downtown Diridon Community Working Group meetings, a comprehensive analysis of BART construction issues will need to be completed prior to the commencement of BART construction in the vicinity of SAP Center at San Jose. This analysis is essential to identify and address the many elements that will impact the ongoing operations of SAP Center at San Jose, the San Jose Diridon Station, Downtown San Jose, and the adjacent residential and commercial neighborhoods. This analysis should be undertaken in the spirit of the Downtown Diridon Community Working Group (see (2) below). Generally, measures should be taken to address the many-faceted elements of this significant regional project, from cooperative planning efforts prior to project construction through the commencement of public transit operation. P68-2

More specifically, some of the preliminary issues should include the following: clear designations of construction project areas; mitigation measures to support the uninterrupted operation of SAP Center at San Jose; plans for construction that will not adversely impact the daily activities in the adjacent residential and commercial neighborhoods; replacement parking options as current permanent parking facilities/spaces may be displaced, diminished, or eliminated; practical vehicular routes which provide efficient access to SAP Center at San Jose; temporary alternative pedestrian routes in the vicinity of the Center; construction equipment staging areas; and designated truck hauling and heavy vehicle/equipment routes. P68-3

(2) Establishing a Standing BART Community Oversight Committee

It is the opinion of this writer that the success of the planning, construction, and operation of the BART project will include diligent and inclusive civic outreach and engagement. In an effort to ensure the successful oversight of construction activities in the vicinity of SAP Center at San Jose, I strongly encourage the establishment of a standing BART community oversight committee. This could be a fluid committee, as representatives for the different stages of the project would be called upon to provide program updates, issues, and possible solutions. Along with the VTA and BART, the committee should include the appropriate agencies as well as representatives from the adjacent residential and commercial neighborhoods. At first P68-4

glance there are a number of stakeholders and representatives that should be considered including the City of San Jose's Departments of Transportation, Public Works, Economic Development, and Police; SAP Center Management; the San Jose Downtown Association; The Alameda Business Association; the High Speed Rail Authority; Caltrain; adjacent neighborhood representatives; and the San Jose Arena Authority. P68-4 cont.

(3) Addressing Transit, Traffic, and Parking Issues

With the construction and eventual operation of the underground BART rail route and station adjacent to SAP Center at San Jose and the San Jose Diridon Station, a significant, cooperative effort will need to occur to address the numerous and complex parking and traffic issues that will arise from the BART project. Prior to the commencement of construction, parking facilities and spaces that will be put out of service during construction will need to be clearly identified. Following that, a collaborative, practical effort must be undertaken to identify replacement parking locations that can sufficiently support operations at SAP Center at San Jose, the San Jose Diridon Station, and BART construction. Furthermore, the identified replacement of parking facilities or spaces (temporary or permanent) must not negatively impact the integrity of the adjacent residential and commercial neighborhoods. P68-5

Additionally a comprehensive parking inventory that can sufficiently support operations at the Center, the Diridon Station, and the new Bart station will need to be planned for in a cooperative effort with the project stakeholders. This may be the most critical element of the project. An engaged, concerted effort will need to occur in order to identify long-term parking solutions that will support this critical hub for transit, sports, and entertainment. In all likelihood, this will include stakeholder discussions and solutions for parking spaces, surface parking lots, on-street parking, permit parking, and/or parking structures. This will require a significant urban planning effort to ensure that there is sufficient parking for all those who live, work, and visit the western section of Downtown San Jose. P68-6

It is important to mention that for over two decades San Jose has designed, monitored, and implemented one of the most successful traffic, public transit, and parking operations programs in the country in relation to event management at SAP Center at San Jose. This has been the product of a dedicated and collective effort by the many stakeholders who participate in the ongoing planning and operation of SAP Center at San Jose. With this in mind, a critical component to the BART project is the creation of a complementary traffic, transit, and parking management program that ensures the successful operations of SAP Center at San Jose, the San Jose Diridon Station area, and BART. P68-7

(4) SAP Center at San Jose Event Coordination and BART Construction

Besides the parking and traffic elements that have resulted in the long-term, successful operation of SAP Center at San Jose, there are other components that will need to be carefully examined and implemented. For reference, SAP Center at San Jose typically conducts 175 events each year while attracting over 1.5 million patrons, with many events drawing over 17,000 patrons. Typical Center events occur during the evening hours throughout the week and on weekends, although various daytime events do commonly occur as well. A safe and practical operational plan that supports the uninterrupted activity at the Center will need to be addressed and agreed upon prior to construction of the BART project. P68-8

Additionally, a comprehensive plan that can be implemented by the San Jose Police Department to safely move vehicles and pedestrians prior to, during, and after events at SAP Center at San Jose is a critical component to the planning of BART construction. P68-8 cont.

(5) Coordination of the Diridon Multimodal Station

With the arrival of BART to Downtown San Jose the development of a well-planned San Jose Diridon multimodal transit center is one of the most critical elements to the BART project. With the current number of rail and transit services utilized at Diridon, along with the anticipated introduction of the High Speed Rail and upgrades to Caltrain, a plan that incorporates these many transit options, along with other amenities, could result in a landmark, national transit destination. Once again, the ongoing engagement of project stakeholders will be a critical element to the successful design and activation of the Diridon Station area. P68-9

(6) Community Outreach

In addition to the creation of a BART community oversight committee, a comprehensive, ongoing community outreach program will need to be employed to ensure that construction issues impacting Downtown San Jose, the areas around SAP Center at San Jose and the Diridon Station, The Alameda Business District, and the adjacent residential and commercial neighborhoods are identified and addressed in a well-thought-out fashion. This would include community outreach opportunities up to, through, and following completion of this extensive regional transit project. P68-10

In closing, the Arena Authority appreciates the opportunity to comment on this significant regional transportation project. Please contact me with any comments or questions. I can be reached at 408-977-4783 or at morrisey@sjaa.com.

Sincerely,

Chris Morrisey
Executive Director

cc: Members of the Arena Authority Board of Directors
Members of the Arena Events Operations Committee
Jim Benshoof c/o SAP Center Management
Bill Ekern, City of San Jose, Office of Economic Development
Jim Goddard, SAP Center Management
Nanci Klein, City of San Jose, Office of Economic Development
Elizabeth Klotz, City of San Jose, City Attorney's Office
Jim Ortbal, City of San Jose, Department of Transportation

Response to Comment Letter P68

San Jose Arena Authority

P68-1 This is a general, introductory comment. No response is necessary.

P68-2 Chapter 5, *NEPA Alternatives Analysis of Construction*, analyzes the impacts of the No Build and BART Extension Alternative in detail. The chapter provides details on preconstruction activities, construction activities, testing and commissioning, and construction-period environmental impacts for all resource areas. As noted in Mitigation Measures TRA-CNST-A: Develop and Implement a Construction Education and Outreach Plan, and TRA-CNST-B: Develop and Implement a Construction Transportation Management Plan, described in Chapter 5, Section 5.5.1, *Construction Outreach Management Program*, VTA is committed to working with local stakeholders, including the Arena Authority, in preparing a comprehensive Community Outreach Education Plan, Construction Transportation Management Plan, and Parking Management Plan. One way in which VTA works with the local stakeholders is through the various working groups, and VTA is committed to continuing this partnership through the construction, testing, and early operational phases.

P68-3 The SEIS/SEIR provides details on all the specific items raised by the comment, as detailed below.

1. Regarding designation of construction projects areas: Figures 5-2 through 5-11 show the proposed Construction Staging Areas. Construction activities, including material laydown, would occur within these designated area.

2. Regarding mitigation measures to support the uninterrupted operation of the SAP Center and construction plans that would not adversely impact the daily activities in adjacent residential and commercial neighborhoods: Chapter 5, Section 5.5.2.7, *Diridon Station (South and North Options)*, acknowledges that construction activities in the vicinity of Diridon Station would result in disruptions to bus service, vehicular traffic, pedestrians and bicyclists, and parking. Mitigation Measures TRA-CNST-A and TRA-CNST-B, described in Chapter 5, Section 5.5.1, *Construction Outreach Management Program*, are designed to support uninterrupted operations at all nearby businesses, including the SAP Center. In particular, Mitigation Measure TRA-CNST-B will require preparation of a Construction Transportation Management Plan that will directly involve the SAP Center in developing an access and circulation plan, to be implemented during construction, to minimize impacts on vehicles, bicyclists, and pedestrians traveling through Diridon Station and/or accessing SAP Center.

3. Regarding replacement parking options as current permanent parking facilities spaces may be displaced, diminished, or eliminated: The reference to permanent parking facilities spaces would be limited to those spaces on property owned by the San Jose Arena Authority. VTA is committed to working on minimizing parking impacts through Mitigation Measure TRA-CNST-B.

   Refer to Master Response 2, *Diridon Station Short-Term Parking*, regarding parking impacts during construction of the Diridon Station; refer to Master Response 3, *Diridon Station Long-Term Parking*, regarding long-term parking impacts at Diridon Station.

4. Regarding practical vehicular routes that provide efficient access to SAP Center at San Jose and temporary alternative pedestrian routes in the vicinity of SAP Center: Details of vehicular and pedestrian and bicycle detours are provided in Chapter 5, Section 5.5.2.7, *Diridon Station (South and North Options).* Mitigation Measure TRA-CNST-B includes provisions for an access and circulation plan to be implemented during construction to minimize impacts on pedestrians and bicyclists.

5. Regarding construction equipment staging areas, and designated truck hauling and heavy vehicle/equipment routes: Figures 5-2 through 5-11 show the proposed Construction Staging Areas. Construction activities, including material laydown, would occur within these designated areas. Figure 5-12 and Section 5.2.4.2, *Truck Haul Routes*, provide details on the routes approved by the City of San Jose.

As explained above, the SEIS/SEIR specifically addresses the concerns raised by the comment.

P68-4 VTA has initiated the Community Working Group during the 2015–2017 environmental phase. This group will continue its work during the construction phase, and will add key stakeholders throughout the different phases. In addition, the Construction Education and Outreach Plan developed under Mitigation Measure TRA-CNST-A, described in Chapter 5, Section 5.5.1, *Construction Outreach Management Program*, will include coordination with all key stakeholders in Downtown San Jose.

P68-5 Construction-related transit, traffic, and parking impacts at Diridon Station are addressed in Section 5.5.2.7, *Diridon Station (South and North Options)*. Operational impacts at Diridon Station are addressed in Section 3.3, *2015 Existing Conditions*, Section 3.5, *Freeway, Roadway, and Transportation System Performance*, Section 6.2.2.2, *BART Extension Alternative*, and Section 6.2.2.3, *BART Extension with TOJD Alternative*.

Refer to Master Response 2, *Diridon Station Short-Term Parking*, regarding parking impacts during construction of the Diridon Station; refer to Master Response 3, *Diridon Station Long-Term Parking*, regarding long-term parking impacts at Diridon Station.

P68-6 Refer to Master Response 2, *Diridon Station Short-Term Parking*, regarding parking impacts during construction of the Diridon Station; refer to Master Response 3, *Diridon Station Long-Term Parking*, regarding long-term parking impacts at Diridon Station.

P68-7 Section 5.5.1, *Construction Outreach Management Program*, includes Mitigation Measures TRA-CNST-A and TRA-CNST-B, which require developing and implementing a Construction Education and Outreach Plan and a Construction Transportation Management Plan to reduce construction impacts.

Refer to Master Response 2, *Diridon Station Short-Term Parking*, regarding parking impacts during construction of the Diridon Station; refer to Master Response 3, *Diridon Station Long-Term Parking*, regarding long-term parking impacts at Diridon Station.

P68-8 Section 5.5.1 *Construction Outreach Management Program,* includes Mitigation Measure TRA-CNST-A: Develop and Implement a Construction Education and Outreach Plan, which will comprehensively address major construction activities and will include active and regular coordination with key stakeholders including the City of San Jose and SAP Center. In addition, Mitigation Measure TRA-CNST-B: Develop and Implement a Construction Transportation Management Plan now includes the additional bullet and text below to further address this issue:

- In addition, VTA will work with the cities to minimize access and circulation construction impacts during special events including Christmas in the Park, parades, and marathons.

Section 5.5.1 also includes Mitigation Measure TRA-CNST-C: Prepare and Implement an Emergency Services Coordination Plan, which will ensure coordination with fire and police services during construction.

Also, refer to Master Response 2, *Diridon Station Short-Term Parking*, regarding parking impacts during construction of the Diridon Station; refer to Master Response 3, *Diridon Station Long-Term Parking*, regarding long-term parking impacts at Diridon Station.

P68-9 Section 3.5.2.12, *Impact BART Extension TRA-8: Parking,* under the *Diridon Station* subheading discusses current planning exercises, including the Diridon Station Area Parking Study and Diridon Transportation Facilities Master Plan. The parking study analyzes short-term parking needs and the Master Plan

analyzes long-term multimodal access in and around Diridon Station in 2025 and beyond once proposed transit investments and development projects are in place. Key stakeholders, including transit operators, are also involved in this study.

Also, refer to Master Response 2, *Diridon Station Short-Term Parking*, regarding parking impacts during construction of the Diridon Station; refer to Master Response 3, *Diridon Station Long-Term Parking*, regarding long-term parking impacts at Diridon Station.

P68-10 Please see response to comment P68-4 regarding the Community Working Groups and their continued involvement throughout the construction phase. Section 5.5.1, *Construction Outreach Management Program*, includes Mitigation Measure TRA-CNST-A: Develop and Implement a Construction Education and Outreach Plan, which includes high level community engagement with affected stakeholders.

Swan, Samantha

From: CK Kho <cykaykho@gmail.com>
Sent: Tuesday, February 28, 2017 5:20 PM
To: bartphase2eis-eir
Subject: Marburg OA - VTA/BART Extension - Comment Period Extended to March 6th

VTA/BART,

I am concerned about BART running beneath my home, 379 Destino Cir, San Jose, CA 95133, because it could lower my property values. P69-1

You can actually shift it alittle and go under the highway 101 before running across. Thanks.

Yours sincerely,
CK Kho

Response to Comment Letter P69

CK Kho

P69-1 VTA will only purchase properties if the BART Extension displaces a property. The tunnel beneath Marburg Place would not displace any properties; therefore, acquisition and relocation is not necessary. However, easements would be required for tunneling under properties.

The comment raises a real estate issue that is addressed in Master Response 5, *Real Estate Acquisition for VTA Projects*, which covers the following topics:

- What Types of Real Property Does VTA Purchase?
- How are Property Owners Protected When VTA Purchases Real Property?
- When Will Property Owners Know Whether Their Property Will Be Acquired?
- When Does VTA Purchase Real Property for Transportation Projects?
- When and How Will Property Owners Be Contacted?
- What are the Steps During the Acquisition Process?
- How are Properties Valued and What Compensation is Paid by VTA?
- What If I Don't Want to Sell My Property to VTA?

Economic impacts (such as change in property values) of a project are only subject to CEQA if they result in physical impacts. As stated in the SEIS/SEIR, there would be no significant physical impacts (such as noise and vibration) of BART tunnel operation on land uses aboveground.

A summary of the five alignment alternatives examined around U.S. 101 and the Alum Rock/28th Street Station is provided in Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn,* and Master Response 1, *Summary of U.S. 101 Alignment Alternatives*. These alternatives were not chosen to be further evaluated and carried forward in the environmental clearance phase due to design and engineering limitations, construction and operational impacts, additional right-of-way/real estate requirements, inefficient passenger access and intermodal connectivity, and/or substantial environmental impacts.

Swan, Samantha

From: Wei Tan <destino95133@gmail.com>
Sent: Tuesday, February 28, 2017 9:37 PM
To: bartphase2eis-eir
Subject: San Jose BART extension

To Whom It May Concern,

After reading all the information about the new BART San Jose extension project, I am concerned about BART running beneath my property at **391 Destion Circle, San Jose, CA 95133** because it could lower my property values. I would not support having the BART going under ground in the residential area. P70-1

thanks,

Wei Tan

Response to Comment Letter P70

Wei Tan

P70-1 VTA will only purchase properties if the BART Extension displaces a property. The tunnel beneath Marburg Place would not displace any properties; therefore, acquisition and relocation is not necessary. However, easements would be required for tunneling under properties.

Refer to Master Response 4, *Marburg Place Concerns,* regarding noise and vibration impacts, traffic, health and safety, stability of foundations, home values, and history of alignment. A summary of the five alignment alternatives examined around U.S. 101 and the Alum Rock/28th Street Station is provided in Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn*, and Master Response 1, *Summary of U.S. 101 Alignment Alternatives*. These alternatives were not chosen to be further evaluated and carried forward in the environmental clearance phase due to design and engineering limitations, construction and operational impacts, additional right-of-way/real estate requirements, inefficient passenger access and intermodal connectivity, and/or substantial environmental impacts.

Economic impacts (such as change in property values) of a project are only subject to CEQA if they result in physical impacts. As stated in the SEIS/SEIR, there would be no significant physical impacts (such as noise and vibration) of BART tunnel operation on land uses aboveground.

Swan, Samantha

From: Cathy Luke <Cathy@LukeHawaii.com>
Sent: Wednesday, March 01, 2017 2:13 PM
To: bartphase2eis-eir
Subject: Comments to VTA's BART Silicon Valley Phase II Draft SEIS/SEIR
Attachments: 2017 VTA Phase II public comment 335 Brokaw.pdf

Dear Mr. Fitzwater,

Please see 335 Brokaw LLC's attached comments to VTA's BART Silicon Valley Phase II Extension Project Draft SEIS/SEIR, which was also mailed earlier this week.

Regards,

Catherine Luke
335 Brokaw LLC

Mail: **Tom Fitzwater, SVRT Environmental Planning Manager**
VTA Environmental Programs & Resources Management, Building B-2
3331 North First Street, San Jose, CA 95134
Email: BARTPhase2EIS-EIR@vta.org

335 Brokaw LLC

45 NORTH KING STREET, SUITE 600, HONOLULU, HAWAII 96817 TEL: (808) 536-3524 FAX: (808) 524-0680

February 27, 2017

VIA U.S. MAIL AND E-MAIL

Tom Fitzwater, SVRT Environmental Planning Manager
VTA Environmental Programs & Resources Management, Building B-2
3331 North First Street
San Jose, CA 95134
BARTphase2EIS-EIR@vta.org

RE: VTA's BART Silicon Valley Phase II Extension Project
Draft SEIS/SEIR

Dear Mr. Fitzwater,

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report ("Draft SEIS/SEIR") regarding the approximately 6-mile Phase II Extension of the BART rail system to Santa Clara.

We are concerned about plans for the Santa Clara Station (Figure 2-12) and oppose the current Draft Conceptual Plans for the Santa Clara Station of the Phase II extension project. We are the owners of the property proposed for the laydown yard and station/TOJD uses, consisting of approximately 11.96 acres located at 335 and 337 Brokaw Road in Santa Clara (the "Property"). If the plan for the proposed Santa Clara Station is actually implemented, it will require the acquisition of the Property from its present owner and the displacement of the existing tenant Apple Inc. ("Apple"). P71-1

The Draft SEIS/SEIR is legally deficient in several respects in regards to its analysis of the proposed Santa Clara station.

First, the project description in the Draft SEIS/SEIR of the Property (at pp. 4.11-17, 18) is not accurate. It describes the Station Location / TOJD area as "formerly a FedEx shipping and receiving facility but is now vacant" and says the "Santa Clara Station would be constructed on the vacant site and . . . is not located in an area that would cause adverse impacts on an existing community." Additional sections in the Draft SEIS/SEIR repeat that this site is vacant. This is a serious mistake. This site is NOT vacant. The site has been occupied for years, and the proposed Santa Clara Station will have adverse impacts on the existing community, including our tenant Apple. P71-2

The site and buildings at 335 and 337 Brokaw Road have been leased and occupied continuously since they were constructed in 1997. There have been several major renovations to the facilities since then, with recent significant new construction of office and Research & Development space already placed in service. Apple has another phase of R&D build-out already in process, and plans significant further investment in the Property to enable it to continue its

state-of-the-art research in the heart of Silicon Valley. This facility will be extremely hard for the tenant to replicate and relocate from, as it has unique characteristics such as size and physical structure with minimal column footings, and it remains a single-tenanted facility with highly specialized build outs. The site's location also has access, parking, and power advantages that help to facilitate Apple's on-going operations. P71-2, cont.

Second, the Draft SEIS/SEIR is deficient in its analysis of alternatives to the location and design of the Santa Clara Station. Numerous alternative locations which are vacant currently surround the Property on both sides of the proposed Santa Clara Station and should be re-evaluated.

For example, adjacent to the proposed Santa Clara Station is the so-called Airport West property on Coleman Avenue consisting of 75 acres that the City of San Jose originally purchased in 2005 to facilitate Airport construction and economic development. The proposed Santa Clara Station could have been sited on a portion of the adjacent Airport West property, but evidently BART and the VTA were not interested and "in 2009, the City was informed that BART no longer needed the 9.3 acre portion of the Airport West property located at the rear of the property adjacent to the railroad tracks." (See City of San Jose Council Agenda Item 4.3 dated November 24, 2014 Re: Approval of Actions Related to Sale of City-Owned Property at 1123 Coleman Avenue, at page 5.) Instead, a soccer stadium has been built on part of the Airport West property, while developers are proceeding with their Phase 1 plans to construct a hotel, retail outlets, and Office/R&D buildings on the remainder of the Airport West property. It makes no sense to us that we should lose our land, property and investment and that our tenant Apple should be forced to relocate its R&D facility, while government is facilitating the developer's construction of Office/R&D buildings across the street "to ensure they have the best opportunity to capture a tenant for the Office/R&D component." (Ibid., at page 7.) The VTA plan is now proposing to displace the very same tenants the City has always intended to attract. P71-3

More recently, it has been reported that San Jose City leaders have dropped plans for the proposed City Soccer Field site, which is approximately 15 acres, adjacent to the Newhall Maintenance Facility. A consolidated site for VTA with the City Soccer Fields site as well as the Newhall Maintenance yard, should be revisited. The BART Station with consolidated parking facilities closer to the Earthquake Stadium and the Coleman Highland development should at a minimum be reexamined. It would encourage more users to ride public transportation, not only to work, but also to events at the stadium. A larger site may also allow savings in construction and build out of the Newhall Maintenance yard and the Station with greater opportunities for TOJD. This is just one of many alternative locations that need to be reconsidered.

Finally, the Draft SEIS/SEIR must evaluate whether taking the Property is even legally feasible. In order to use eminent domain to acquire the Property (which would be necessary if we don't agree to sell it), the VTA must make certain findings in order to adopt a Resolution of Necessity. One such required finding is: "The proposed project is planned or located in the manner that will be most compatible with the greatest public good and the least private injury." Another is: "The property described in the resolution is necessary for the proposed project." See Code Civ. Proc. Section 1245.230(c)(3),(4). Based on the failures of analysis of the Draft SEIS/SEIR explained above, there will not be substantial evidence in the record to support either of these findings. Thus, the VTA would lack the requisite legal authority to use eminent domain to acquire the Property. P71-4

We support public transportation initiatives, as well as new development opportunities; however, it is not unreasonable to suggest that displacing Apple's existing facility on Brokaw Road in favor of a parking structure may not be in the public interest. In order to conclude a valid environmental process under both Federal and State law, we urge you to include the additional analyses requested herein in a new, revised SEIS/SEIR. P71-5

Very truly yours,

335 Brokaw, LLC

By K. J. L., INC.
Its Manager

By:_____
Catherine Luke, President & Chief Operating Officer

Response to Comment Letter P71

335 Brokaw LLC

P71-1 The comment expressing opposition to the proposed undertakings due to property acquisition is noted. The properties at 335 and 337 Brokaw Road in Santa Clara are required for construction of Santa Clara Station, including a parking garage and other public facilities for the BART Extension. For a discussion of other alternatives, refer to Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn, Santa Clara Station Location Options,* which has been expanded to describe additional alternatives that were previously considered and withdrawn, with the reasons for their withdrawal.

P71-2 VTA did consider the existing use of Apple's research and development (R&D) facility at the former FedEx site in both the baseline conditions and the environmental analysis of the SEIS/SEIR. During initial preparation of the Draft SEIS/SEIR, the FedEx site was vacated and remained vacant for some time. The new tenant (Apple) moved in mid-way during the production of the SEIS/SEIR. VTA was aware of the new tenant during preparation of the draft environmental document and revised the document accordingly; however, a few references to the vacant site were inadvertently left in the draft environmental document. The current use of the former FedEx shipping and receiving facility site was correctly identified in the Draft SEIS/SEIR in several places, but was inadvertently not updated in only a few locations. The site was described as "now being leased by another tenant" or identified as an active business in the following places in the Draft SEIS/SEIR: Section 4.11, *Land Use,* Section 4.11.2.1, *Environmental Setting, Santa Clara Station*; Section 4.14, *Socioeconomics,* Table 4.14.11, *BART Extension Alternative – Summary of Displacements*; Section 4.14.4.2, *Santa Clara Station,* among others.

The text has been corrected in the Final SEIS/SEIR.

- In Section 4.11, *Land Use,* Section 4.11.4.2, *BART Extension Alternative,* under the *Santa Clara Station* subheading, the first paragraph has been revised as follows:

> The station would be at grade, centered at the west end of Brokaw Road, and would contain an at-grade boarding platform with a ~~mezzanine~~ concourse one level below….The station area was formerly a FedEx shipping and receiving facility but is now ~~vacant~~ occupied by Apple Inc. on lease, and commercial/retail uses are located immediately adjacent to the north and northwest….The existing uses within the station footprint do not provide access to the adjacent users. Santa Clara Station would be constructed on ~~the vacant site and~~ a site that is currently occupied by

Apple Inc. on lease.~~, b~~Because the adjacent land uses consist mostly of industrial, infrastructure, and commercial uses, the station is not located in an area that would cause adverse impacts on an existing community. The station and parking structure would not take any streets out of the existing roadway network, remove any residential neighborhoods, or put up barriers between any neighborhoods.

- In Section 4.16, *Visual Quality and Aesthetics*, Section 4.16.4.2, *BART Extension Alternative*, under the *City of Santa Clara Visual Study Area/Santa Clara Station* subheading, the second paragraph, second sentence has been revised as:

  A parking structure with up to five levels would be located north of Brokaw Road and east of the Caltrain tracks and would accommodate approximately 500 BART park-and-ride parking spaces. The area was formerly occupied by a FedEx shipping and receiving facility but is currently ~~vacant~~ leased to a research and development tenant, and a large retail center is immediately adjacent to the northwest.

- In Section 6.14, *Visual Quality and Aesthetics*, Section 6.14.4.2, *BART Extension Alternative/Impact BART Extension AES-3*, under the *Operations/Station Locations//Santa Clara Station* subheading, the second paragraph, first sentence has been revised as:

  The parking garage site was previously occupied by a FedEx shipping and receiving facility and is currently ~~vacant~~ leased to a research and development tenant; retail uses are located immediately adjacent to the northwest.

These edits, which have been made to ensure the environmental document is consistent in its description of the new Apple tenant at the former FedEx facility site, do not change the previous conclusions regarding environmental impacts. All environmental impacts on the Apple facility were analyzed in the Draft SEIS/SEIR, and no new analysis is required as explained below.

Apple Inc. operates a research and development facility on site, which represents an employment source for the local and regional community. Apple Inc. is not a disadvantaged or minority-owned business that would face undue hardship due to relocation and does not provide a business that would cause impacts to the community if displaced.

The suitability of the 335 and 337 Brokaw Road building to Apple R&D activities is not pertinent to the environmental impacts of the project. The building's suitability is one factor in the cost of relocation. As described in Section 4.14, *Socioeconomics*, Section 4.14.4.2, *BART Extension Alternative*, construction of

Santa Clara Station would cause the displacement of a business. VTA will work with the tenant and owner to relocate the business, and no residences would be affected. All displacement and relocation activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisitions Policy Act, which ensures the fair and equitable treatment of persons and businesses whose real property is acquired or who are displaced as a result of a federal or federally assisted project.

P71-3 This site was initially identified as needed to support the Santa Clara BART Station in the March 2004 Draft EIS/EIR and Draft 4(f) Evaluation. Since then, the site has been continually documented as necessary for the Santa Clara BART Station, for example, in the November 2004 Final EIR, January 2007 Draft Supplemental EIR, May 2007 Final Supplemental EIR, March 2009 Draft EIS, and March 2010 Final EIS. The Notice of Preparation (NOP) for the current SEIR was released in January 2015 and a scoping meeting (one of three) was held at the City of Santa Clara Council Chambers on February 12, 2015. The scoping meetings presentation showed the conceptual plan for Santa Clara Station with station facilities and proposed parking at this location. The City of Santa Clara has been aware of VTA's plans to build a BART station at this location since at least 2000 and has been supportive of the extension of BART service to Santa Clara. The City supports the BART Extension and TOJD and supports the location of the station as designed.

One of the key considerations of this location is meeting the expressed purposes of the extension. Volume I, Chapter 1, Section 1.2.1, *Purpose*, bullet #2 states "Enhance regional connectivity by expanding and interconnecting BART rapid transit service with VTA light rail, Amtrak, ACE, Caltrain, and VTA bus service in Santa Clara County; improve intermodal transit hubs where rail, bus, bicycle and pedestrian links meet." The Santa Clara Station is located adjacent to the Santa Clara Caltrain platform and VTA's bus transit center, which enhances regional connectivity and, therefore, meets the project's intended purpose.

Volume I, Chapter 1, Section 1.2.1, *Purpose*, bullet #5 states "Support local and regional land use plans…." The location of the Santa Clara Station is consistent with the Santa Clara Station Area Plan as discussed in Section 4.11, *Land Use*, Section 4.11.4.2, *BART Extension Alternative*, under the *Conflict with any Applicable Land Use Plans, Policy, or Regulation, Station Locations* subheading (sixth paragraph). The Santa Clara Station Area Plan was prepared by the Cities of Santa Clara and San Jose and VTA to provide a land use strategy for the area around the Caltrain station. The Area Plan was incorporated into the Santa Clara General Plan as the Santa Clara Station Focus Area. The station was intentionally and purposefully located near the existing Santa Clara Station and VTA Transit Center to provide for greater opportunities for transfer between Caltrain, Amtrak's Capitol Corridor, ACE, VTA buses, and BART. Alternative sites for the

station and facilities farther to the south would reduce the convenience of these transfers by extending the walking distances and travel times.

VTA evaluated alternatives in this area and selected the North Option, which was found to meet BART Facility Standards, including the long-term operations and maintenance needs of the BART Extension. At their June 2007 hearing, the VTA Board of Directors approved the project with the Santa Clara Station North Option, which was the station campus located entirely north of Brokaw Road.

See the discussion of the alternative locations for Santa Clara Station in Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn*, which has been expanded to include additional alternatives that were previously considered and withdrawn. The discussion includes the following alternatives considered but withdrawn: the Parking Structure South Option, South Option, West Option, and Near Avaya Stadium Option. The Airport West Property mentioned in the comments was addressed with the South Option. The City Soccer Field Site mentioned in the comment has been added as the Near Avaya Stadium Option.

Additional right-of-way for the station facilities is necessary. VTA has evaluated several options and the VTA Board of Directors selected the design that is the most operationally efficient and cost effective for the long-term operation of the project. Large transportation infrastructure projects often take many years, and in some cases several decades, to implement. Large transportation infrastructure projects typically have very long life cycles of 50 to 100 years or more. The design and selection of options is based on many factors, including the long-term efficiency of operating the project, cost effectiveness, including the cost of right-of-way acquisition, and least environmental harm. The existing land uses within private property that may be acquired by the project are taken into consideration and evaluated in the decision making process. Over the course of the last 17 years of environmental documentation for this project, many land uses have changed over time. Property owners are not restricted from acquiring entitlements on their properties. Therefore, VTA must consider all factors in the design and implementation of the project, not just the existence of businesses operating at the time of environmental document. Land uses have changed and will continue to change over time. VTA has taken into consideration all of the key factors necessary to design and implement the Phase II Project and has determined that the proposed location of all project elements as currently designed meets the purpose and need of the project and provides for the most operationally efficient design considering all potential environmental impacts and right-of-way acquisition.

Acquisition of private properties for a project of this size cannot be avoided, and all displacement and relocation activities would be conducted in accordance with the federal Uniform Relocation Assistance and Real Property Acquisitions Policy

Act, which ensures the fair and equitable treatment of persons and businesses whose real property is acquired or who are displaced as a result of a federal or federally assisted project. VTA will conduct surveys of business owners whose businesses may be affected by the BART Extension. This information will be used to develop final design plans and to coordinate with the business owner to determine just compensation as appropriate. Finally, BART connection to Santa Clara would provide additional transit opportunities for existing and future businesses in the City.

P71-4 For a discussion of other alternatives, refer to Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn, Santa Clara Station Location Options,* which has been expanded to include additional alternatives that were previously considered and withdrawn. Also refer to responses to comments P71-2 and P71-3.

Any eminent domain action by VTA in the future would be required to comply with all applicable legal standards based on the record presented to VTA at that time. The SEIS/SEIR is a document prepared under CEQA, not eminent domain law, and, therefore, is not required to establish the factual basis for any potential future eminent domain action.

P71-5 Comment in support of the BART Extension and TOJD in Santa Clara is noted. The BART connection to Santa Clara would provide additional transit opportunities for existing and future businesses in the City of Santa Clara. Also refer to responses to comments P71-1 through P71-4. The SEIS/SEIR has been revised as noted in this response, and the revisions incorporated into the Final SEIS/SEIR. However, the comment does not present any substantial new information that would necessitate recirculation of the SEIS/SEIR.

Swan, Samantha

From: Rick Mann <rmann@latencyzero.com>
Sent: Wednesday, March 01, 2017 2:42 PM
To: bartphase2eis-eir
Subject: I fully support all BART extensions

I don't mind if you increase my property tax or car registration or sales tax. But for me, the current plans aren't nearly aggressive enough.

One major point I want to make: Why can't BART go directly to SJC? Why the insistence on requiring a separate transit segment to get from BART to the airport? The same question applies to Oakland. P72-1

Please don't scale back downtown SJ plans. Please bore through, and all the way up the Peninsula. The original 1956 plan is the goal we should be seeking.

Thank you.

--
Rick Mann
rmann@latencyzero.com

Response to Comment Letter P72

Rick Mann

P72-1 VTA planning is leading a study to look at connections to determine the best approach to providing connections to the Mineta San Jose Airport from Santa Clara and Diridon Stations. This study, known as the Airport People Mover (APM) Business Plan is planned to done in 2018. The scope is to use previously completed APM studies done by VTA and the City of San Jose to review alignments, capital and operating costs, and ridership and provide the VTA Board of Directors with critical information to determine a course forward. Appropriate public outreach and involvement will be part of the study scope. Additionally, the *VTA BART Phase II – TOD and Access Planning Study*, which will span from early 2018 through 2019, will look at multimodal connections to the BART Santa Clara Station from major activity centers, including Avaya. The study is expected to begin in early 2018 and go through mid-2019, and will provide opportunities for public and stakeholder input throughout the process.

Connection to the Oakland Airport is not relevant to the BART Phase II project as it is not located in the study corridor.

Swan, Samantha

From: tessa woodmansee <cleanairsj@gmail.com>
Sent: Thursday, March 02, 2017 4:23 PM
To: bartphase2eis-eir; Fitzwater, Tom
Subject: Extending public comment and more community outreach and education

Please Extend public comment deadline and more community outreach and education for the phase 2 SEIR of bart/vta! This 1500 page EIR is too expansive and too complex we need more community education to better respond and mitigate this project. P73-1

Tessa woodmanseer
And many community members
415.902.1464

Swan, Samantha

From: bartphase2eis-eir

From: tessa woodmansee [mailto:cleanairsj@gmail.com]
Sent: Thursday, March 02, 2017 9:45 PM
To: Fitzwater, Tom; bartphase2eis-eir
Cc: Childress, Brandi; Christopher Escher; Swan, Samantha; annezk@yahoo.com
Subject: Re: Extending public comment and more community outreach and education

Well that attitude about not extending the outreach and education when vta did a very poor job of outreach and education along with a serious lack of information about this immense project are grounds to not fund the project and that is my comment. And your unwillingness to educate the public about this immense project will hopefully encourage the federal government to not fund this project like they didn't fund it in the past. P73-2

In addition due to the serious lack of information on this project, we demand a conversation with you tomorrow Friday march 3rd at 3 pm to answer our questions before the closing period.

Please respond to this request.

Tessa woodmansee
415.902.1464

Swan, Samantha

From: bartphase2eis-eir

From: tessa woodmansee [mailto:cleanairsj@gmail.com]
Sent: Thursday, March 02, 2017 10:07 PM
To: Fitzwater, Tom; bartphase2eis-eir
Cc: Childress, Brandi; Christopher Escher; Swan, Samantha; annezk@yahoo.com
Subject: Re: Extending public comment and more community outreach and education

Tom,

What is the noise level from the vents? what type of noise is it?
How loud ? | P73-3

Is it a Piercing single tone?
How often? | P73-4

Why do the vents have to open? | P73-5

Will we have more noise from having the vents near our house even when not open? | P73-6

Can the vents be moved to the cement factory area? Or anywhere else not on Stockton? | P73-7/8

Will we hear and feel the trains on Stockton avenue in or outside our homes? | P73-9

Why can't we use the Hayward yard maintenance and avoid building the Santa Clara station? | P73-10

How can we limit this project to not include Santa Clara? | P73-11

Tessa

Response to Comment Letter P73

Tessa Woodmansee

P73-1 Based on this request and others, the comment period for review of the SEIS/SEIR was extended to March 6, 2017.

P73-2 The Notice of Preparation (NOP) for the Draft SEIS/SEIR was released in January 2015, and three scoping meetings were held, including two in San Jose. On December 28, 2016, the Draft SEIS/SEIR was released for public review. Over 60,000 mailers were sent to residents, tenants, and property and business owners along the 6-mile corridor to describe the environmental review process, status of the project, and opportunities to learn about the project and comment. The mailer included the dates and locations of the three public hearings. VTA held three environmental public hearings to provide the community opportunities to learn about the project and environmental impacts and mitigation measures and to enter comments into the record regarding the Draft SEIS/SEIR. Public Hearings were held on January 25, 2017, at the Mexican Heritage Plaza in San Jose, on January 26, 2017, at the Santa Clara Senior Center in Santa Clara, and on January 30, 2017, at the San Jose City Hall. The availability of the Draft SEIS/SEIR was also advertised in local periodicals, including the *San Jose Mercury News*, *Santa Clara Weekly*, *El Observador*, *VIETNAM*, *The Korea Times*, *Philippines Today*, *Tribuna Portguesa* and *Sing Tao Daily*.

Additionally, a robust digital outreach, traditional, and social media campaign helped to spread the word about the document's public circulation. Following the three formal environmental hearings, three additional community meetings were held for the Marburg Place neighborhood, Stockton Avenue neighborhood, and Horace Mann Elementary School with community stakeholders to discuss specific issues to their neighborhood—one of which occurred in the affected neighborhood referenced in this commenter's remarks.

P73-3 Emergency ventilation facilities would be located along the tunnel alignment between the underground stations (called mid-tunnel ventilation structures) and within the underground stations. The facilities include fans, dampers, ventilation shafts, and associated facilities and operate primarily to remove smoke in cases of emergency in either the tunnels or the stations. In addition, the facilities limit air velocities as trains pass through the tunnel and push the air forward and ventilate the tunnel when diesel propelled vehicles are being used during tunnel maintenance. Periodic testing of the facilities is required to ensure their proper operation.

For ventilation structures with fans, the noise will come from BART trains and vary infrequently from emergency ventilation fans. BART train noise will be

frequent and vary depending on the BART schedule throughout the day. The fans are tested by three BART maintenance groups: BART Operations—monthly tests lasting around 2 minutes; BART Mechanical—quarterly tests, lasting about 2 minutes (tests are typically conducted at the end of a swing shift during non-revenue hours); and BART Electrical—quarterly tests, lasting around 2 minutes. Tests could be done weekday or weekends.

In summary, tests are done infrequently and for very short periods of time. Typically, testing is done for less than 1 hour per year. The noise level from trains in the tunnel depends on the distance of the receiver from the vent structure. The farther away the receiver is from the source, the lower the noise level will be. The train noise emitted from the vent will not increase the existing ambient noise for even the closest receiver. The type of the noise emitted from the vent is the muted sound of BART trains running in the tunnel. For specific details of noise refer to Tables 4.12-11, *Ambient Noise in Stockton Avenue Neighborhood,* and 4.12-12, *Airborne Train Noise from Stockton Ventilation Shaft*.

Also refer to response to comment P25-1.

P73-4 Refer to response to comment P73-3.

P73-5 The emergency ventilation facilities operate to remove smoke in cases of emergencies. They are required by BART Facility Standards for safety purposes.

P73-6 See responses to comments P25-1 and P73-3.

P73-7 The cement factory site located north of Taylor Street has a much larger area than is needed for the ventilation facilities and has a major existing industrial activity that would be difficult to relocate in an urbanized area. The location of the ventilation structure was determined based on an engineering analysis including optimizing the spacing between the station to the south and portal to the north and being located adjacent to the tunnel.

P73-8 See response to comment P73-7.

P73-9 See response to comment P25-1. The train vibration would not be perceptible. The vent shaft will emit airborne noise from the BART train in the tunnel. The train noise will result in an imperceptible increase in the existing ambient noise and be audible only close to the shaft.

P73-10 Please refer to BART's response to comment letter R-8, which states that the Newhall Maintenance Facility is “an essential element of the project, without which the project could not go forward....BART needs to stress the importance of the facility to the operational functioning of the Santa Clara Extension, and to BART's ability to maintain the extension in a state-of-good-repair and to provide the level of service and reliability expected by residents and businesses in Santa Clara County.” The Hayward Maintenance Facility is a heavy maintenance

facility that includes several repair shops, a vehicle overhaul shop, parts warehouse, and vehicle storage, while the Newhall Maintenance Facility will be for general maintenance, repairs, and vehicle storage. Therefore, the two maintenance facilities serve entirely different functions.

The rationale for why Santa Clara Station is included as part of the preferred alternative is addressed in Master Response 6, *Why Santa Clara as a Terminal Station.* The project in question does not preclude future BART extensions in response to the suggestion to extend BART to San Carlos.

P73-11 The rationale for why Santa Clara Station is included as part of the preferred alternative is addressed in Master Response 6, *Why Santa Clara as a Terminal Station.* The project in question does not preclude future BART extensions in response to the suggestion to extend BART to San Carlos.

Swan, Samantha

From: Richard Brand <mmqos@earthlink.net>
Sent: Saturday, March 04, 2017 1:30 PM
To: bartphase2eis-eir
Cc: mmqos
Subject: Comments submission to BART Phase II Extension DSEIS/SEIR

The plans for the extension of the BART system Phase II will create two major negative environmental resulting effects:

1. There is an initial excess expenditure of an excessive amount of fossil fuel created energy to excavate the tunnel infrastructure required for the unnecessary requirement from the San Jose area to place the right of way (RoW) underground.

In addition there will be a continuous waste of energy as the existing BART RoW is already overhead/above the ground north of the planned new line. Every northbound train will have to use excess electricity to climb out of the San Jose tunnels and onto the elevated overhead tracks as they proceed north. Again this will become a continuous waste of energy.

P74-1

2. The second element of this plan which will have a major negative effect is the plan to build a **redundant** BART line paralleling the existing CalTrain passenger RoW from downtown San Jose to the city of Santa Clara. CalTrain is already successfully providing local and regional passenger rail service along the line of this proposed BART extension. Therefore this extension of the BART RoW is both a large waste of energy as well as financial resources.

I recommend that the EIR for this existing plan be rejected. To address the environmental issues resulting from this plan, for item 1, I recommend that the plan for the RoW into San Jose from Fremont either be set at ground level or environmentally better, elevated as the RoW already is to the north.
To address item 2, the redundant portion from the downtown San Jose CalTrain passenger rail station to the Santa Clara Caltrain passenger rail station I recommend that this portion be completely eliminated from the planning.

P74-2

Sincerely as a regular mass transit supporter:
Richard Brand
Palo Alto, Ca.

Response to Comment Letter P74

Richard Brand

P74-1 VTA's Board of Directors' has adopted a Sustainability Program with a goal to ”proactively reduce the consumption of natural resources, the creation of greenhouse gases, and the generation of pollution in the provision of public transportation services.” This applies to all VTA projects including the BART Extension, which would, to the extent feasible, use recycled and regionally or locally available materials, as well as reuse soils on site or elsewhere in the vicinity. These strategies would reduce hauling requirements and associated on-road fuel consumption, and ensure the BART Extension would not result in substantial waste or inefficient use of energy. Energy use during construction is described in Section 5.5.8, *Energy*. In addition, Section 4.7, *Energy*, discusses energy expenditure due to BART operations; while there would be an increase in electricity consumption due to train operations, there would be a net reduction in total energy expenditure when compared to No Build conditions due to change in vehicle fuel from mode shift.

P74-2 The rationale for why Santa Clara Station is included as part of the preferred alternative is addressed in Master Response 6, *Why Santa Clara as a Terminal Station.* The project in question does not preclude future BART extensions in response to the suggestion to extend BART to San Carlos.

Swan, Samantha

From: bartphase2eis-eir

From: Steven Forster [mailto:roonieboon@gmail.com]
Sent: Sunday, March 05, 2017 1:20 PM
To: bartphase2eis-eir
Subject: Response to BART Draft SEIS/SEIR

Response to SEIS/SEIR Vol. 1, Chapter 6.14

Design and construction of the BART Phase 2 extension must include a light rail train (LRT) extension from Alum Rock to the Diridon station and tunneling beneath Santa Clara Street should be constructed for both trains with underground stations designed for direct transfers between BART and LRT. According to the Envision San Jose 2040 policy, future planning must recognize Downtown as the hub of the County's transportation system with buildings and public spaces designed to connect and maximize use of all types of transit. Combining BART and LRT through Downtown is the most obvious way to connect these two transportation networks together tying decades of LRT build out to BART like connecting veins to an artery. Such an efficient and seamless connection would be the best way to maximize the use of both systems. It would not only tie the Capitol Avenue, 1st Street, and Winchester LRT lines together but it would directly connect them to the Bay Area's most heavily used commuter train right in the heart of San Jose. If this is to ever happen, it absolutely must happen with this planned BART extension. The cost of tunneling through Santa Clara Street for LRT alone would never pencil out. We need to think ahead and divert money from other LRT extension projects to piggy back on the BART extension or we will waste this opportunity to add the missing piece to an incomplete regional transportation puzzle. P75-1

P-CD-6.8

"Recognize Downtown as the hub of the County's transportation system and design buildings and public spaces to connect and maximize use of all types of transit. Design Downtown pedestrian and transit facilities to the highest quality standards to enhance the aesthetic environment and to promote walking, bicycling, and transit use. Design buildings to enhance the pedestrian environment by creating visual interest, fostering active uses, and avoiding prominence of vehicular parking at the street level."

Response to Comment Letter P75

Steven Forster

P75-1 In 2001, VTA completed a Major Investment Study (MIS) that evaluated the alignment and transportation technology including four light rail alternatives. This study resulted in the selection of the Union Pacific Railroad corridor. Station locations included Milpitas, Berryessa, Alum Rock, Downtown San Jose, Diridon, and Santa Clara with a maintenance and storage facility at Newhall Yard. BART was selected as the preferred technology.

The MIS was adopted by the VTA Board of Directors in November 2001. Since that time the voters of Santa Clara County have passed two sales tax ballot measures that have continued to support the BART extension to Santa Clara. Constructing an additional tunnel or tunnels under Santa Clara Street would dramatically increase costs, require additional right-of-way because the tunnel would be outside Santa Clara Street, and duplicate service already provide by Bus Rapid Transit and Local Bus service on Santa Clara Street.

Swan, Samantha

From: Alex Junior <alexjune719@gmail.com>
Sent: Sunday, March 05, 2017 8:26 PM
To: bartphase2eis-eir
Subject: Home owner from Marburg place strongly suggestion on alter tunnel alignment

Dear VTA,

My name is Alex, I'm one of the residents who live in Marburg Place. I recently heard from our HOA there will be a subway tunnel digging under our community.
Did VTA do any soil report on our land? The current study provided by VTA was conducted more than 10 years ago when the lot was still empty. Things have changed a lot in last 10 years.
Our town houses are 3 stories high buildings built on a landfill. I'm extremely worried about our house foundation. P76-1

I checked the current selected route. It looks very possible to alter the alignment to go underneath the Ann Darling elementary school playground which mostly an EMPTY
LAND.

1. The school land is public land. So the county has the right of way to go under it. Government only need to pay limited amount on easement if VTA chooses to go through the school.
2. The school will be empty after 5pm everyday. The future subway operation will has much less impact to them than to the residents in Marburg Place who live in their home 24/7.
3. This route has least change to the current proposed route alignment.
4. Even in the future they decide to relocated the school due to the subway operation impact. For same amount of money which VTA allocates for acquiring the land,VTA will get much bigger of a land for other commercial development than acquiring the small piece of land in Marburg Place. Maybe build a shopping center with first level reserved for parking.It will be more suitable in this situation. P76-2

Since it's City planning department and VTA's miscommunication created current dilemma for home owners in MARBURG PLACE. I strongly suggest VTA reconsider tunnel alignment.
Otherwise the residence in MARBURG PLACE will have no option but to file a lawsuit to settle the damage City and VTA forced onto us. which will indefinitely postpone the Bart extension project.

Regards
Alex

Response to Comment Letter P76

Alex Junior

P76-1 Soils are discussed in Sections 4.8 and 6.8, *Geology, Soils, and Seismicity*, for operational impacts and Section 5.5.9, *Geology, Soils, and Seismicity*, for construction impacts. Construction surface settlement is addressed in Section 5.5.9.2, *Surface Settlement*, and according to the impact analysis, impacts on house foundations would not be adverse. Mitigation Measures GEO-CNST-B: Implement Preconstruction Condition Surveys along the Tunnel Alignment, and GEO-CNST-C: Monitor Ground Surface during Tunneling Activities, described in Chapter 5, Section 5.5.9, *Geology, Soils, and Seismicity*, would proactively identify any issues with surface settlement so corrective actions could be implemented.

Refer to Master Response 4, *Marburg Place Concerns*, regarding noise and vibration impacts, traffic, health and safety, stability of foundations, home values, and history of alignment. A summary of the five alignment alternatives examined around U.S. 101 and the Alum Rock/28th Street Station is provided in Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn*, and Master Response 1, *Summary of U.S. 101 Alignment Alternatives*. These alternatives were not chosen to be further evaluated and carried forward in the environmental clearance phase due to design and engineering limitations, construction and operational impacts, additional right-of-way/real estate requirements, inefficient passenger access and intermodal connectivity, and/or substantial environmental impacts.

P76-2 A summary of the five alignment alternatives examined around U.S. 101 and the Alum Rock/28th Street Station is provided in Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn*, and Master Response 1, *Summary of U.S. 101 Alignment Alternatives*. These alternatives were not chosen to be further evaluated and carried forward in the environmental clearance phase due to design and engineering limitations, construction and operational impacts, additional right-of-way/real estate requirements, inefficient passenger access and intermodal connectivity, and/or substantial environmental impacts.

Swan, Samantha

From: tessa woodmansee <cleanairsj@gmail.com>
Sent: Monday, March 06, 2017 12:07 PM
To: bartphase2eis-eir
Subject: More Comments

bartphase2eis-eir@vta.org
VTA
Community Outreach
3331 North First Street Building B
San Jose, CA. 95126

March 5, 2017

Tessa and Cat Woodmansee and Family
641 Stockton Avenue
San Jose, CA. 95126

VTA: bartphase2eis-eir@vta.org

My name is Tessa Woodmansee and my family and I live at 641 Stockton Avenue San Jose, CA— 1 block south of Taylor Street. We moved to this property in April 2005. This property was a conforming rezoning from C -commercial to residential- R8— from commercial to residential since the general plan at the time was for residential development on the West side of Stockton Avenue. When we moved here there was excessive idling at the Royal Coach Tours bus depot.

We called the authorities—the SJ police—to no avail to stop the illegal idling that was breaking the state law of anti-idling passed by California Air Resource Board in 2004. In fact, upon calling the authorities—the police of San Jose who did nothing about this law and in fact broke the law by givinig the "whisle blower" which was me my telephone number—to Royal Coach Tours' owners. Upon hearing of our complaints about their idling, I was called by the owner of Royal Coach Tours Sandy Allen, 'THAT I BETTER SHUT UP ABOUT THIER POLLUTION OR THEY WILL HARASS ME WITH NOISE!"

For over two years only with the help of a threat of a conditional use, Royal Coach Tours harassed our neighborhood with blowing their extremely loud Bus Air horns and all private cars' horns of their workers and even a sign on their gate for all vendors going into their parking yard "to HONK FOR PEDESTRIAN SAFETY. SO 24/7 Royal Coach Tours blasted their horns VERY Loudly and there was a constant harassment of noise and other means and even parking their buses and running their single tone backup beepers in front of our house across the street from their yard.

P77-1

Added protection from Environmental Racism

So with this backstory you can realize that this neighborhood should be considered a lower income neighborhood affected by environmental racism that is not a matter of race but of zoning when a neighborhood is on the border of a commercial zone than residential neighborhoods can be injured by the adjacent corporations and its residents suffer. Since the garden Alameda is next to commercial properties its location next to industrial zoning has suffered Environmental racism which allows the least empowered communities to suffer worse noise and air pollution than more wealthier communities. This harassment lasted 2 years despite talking and requesting help from the city of San Jose, County agencies, State agencies and federal agencies to stop the noise pollution and excessive diesel idling.

So with that backstory you can understand that our neighborhood is very concerned about the impacts of BART coming down Stockton Avenue.

The issues we are concerned about are:

Noise, Vibrations, pollution and responsiveness to our concerns and neighborhood improvements to counter property value degradation.

P77-1, cont.

1.NOISE:

A). What is the noise quality from the vents?
What is the decibels of the noise from vents?
Why do we need Vents?
How often will Vents open?
Who do we call when there is a problem with the Vents

P77-2

If the vents are built the Royal Coach Tours depot should be the site since that would reduce noise and pollution from the neighborhood. But the vents must be quiet and not able to be heard from inside our homes and outside as well.

What is the benefits of the double bore or the single bore?

Why use a technology the single bore that we have never done before?

Why hasn't the double bore been done in US before?

P77-3

When this report and the answers to all our questions have been researched and written up. When will we see the answers?

We will need at least one or maybe more meetings to go over all the answers so we can still work on the mitigations and the results of your finding to our comments before the VTA board makes decisions on this project and approves your mitigations.

P77-4

B). What is the noise from the trains underneath the street?

P77-6

C) what noise will be generated during construction?

P77-5

D). WhaT noise will be generated during operations?

E). What noise will be generated from boring the whole

P77-6

F) you said that there is 70 db normally in our neighborhood. We want whatever noise you are generating to not be above 50 db.

"A quiet façade enables residents to sleep with their window open without being disturbed by noise. In daytime it allows them to leave a window open or enjoy the outdoor garden or balcony at that façade without undue disturbance from noise. Though the experience of quietness or tranquillity does not depend on noise levels only, most people would prefer a traffic noise level below 45 dB L_{den} at the quiet side of the house and would accept a level of 50 dB L_{den} only when the rest of the neighbourhood is very noisy.

P77-5

A quiet outdoor area implies a pleasant soundscape where people enjoy staying for a while. Traffic noise should not dominate the area/soundscape and one can hear pleasant natural or man-made sounds. A quiet area is never entirely characterized by just sound levels as other qualities are important too. Even though people seek tranquillity, they also want a safe and clean place and a pleasant view, preferably with green or water. Most people prefer a traffic noise level below 45 dB L_{day} and would not accept a level over 55 dB L_{day}.

SA-BBS-97 - Self adjusting - medium duty - 77-97 Decibels

This is the good neighbor alarm that needs to be on all warning alarmed vehicles.

SA-BBS-97HV - Self adjusting - electric forklift - 77-97 Decibels 1398

1399

Features

• Sounder unit: Driver
• Hole centers: 3.8-4.2"

Power

• Current: Max 1 Amp

BBS-97 - Medium duty - 97 Decibels BBS-92 - Medium duty - 92 Decibels BBS-87 - Medium duty - 87 Decibels BBS-82 - Medium duty - 82 Decibels BBS-77 - Medium duty - 77 Decibels

Durability & standards

• Mechanical vibration: 10G
• Operating temperature: -40 to +85°F • SAE J994
• OSHA & MSHA compliant (providing

• 12-24 Volts
• 36-80 Volts (HV)

• IP68
• Size (WxHxD) 5 x 3 x 2.5"

appropriate unit correctly installed)

P77-7

THIS IS WHAT WE WANT FROM BART BEING UNDER OUR STREET. A QUIET FACADE SO WE CAN enjoy our properties inside and outside. We don't want to hear that you will only put double pane windows and walls around our houses.

We want quiet facade.

Actually I have been working very hard to have all businesses in this area put Broadband white noise backup beepers on their trucks and buses and this has improved the sound scape tremendously but there is more need to fix many of the buses and trucks to have the better safer backup beeper. We definitely don't want bARTS operations to add to this type of noise from single tone backup beepers

We know this neighborhood is loud but we want nothing added to it to make it louder or add to the noise.

We must have broadband "WHITE NOISE" backup beepers. NO SINGLE TONE BACKUP BEEPERS ON ALL WARNING ALARMS. from BRIGADE ELECTRONICS the only ones that are good neighbor BACKUP BEEPERS AND are SAFER is the BRIGADE ELECTRONICS SABBS97

Actually we would prefer all backup alarms be camera operated with cameras instead of beeping at all. The broadband is better but being so close to our neighborhood you must use cameras as a safety device.

2. Pollution:

Our neighborhood is highly impacted with pollution and so are some other neighborhoods impacted by BART i.e. Alum Rock station. The Garden Alameda and moving east to the East Hills is an area referred to as a CARE Community. See Map for San Jose Care Community.

P77-8

A). What are the problems and sources of the ROG

B). In your first meeting there was slide with ROG then the last meeting no mention of ROG and other pollutants as well. This slide should not have been modified and all pollutants should have been addressed at all meetings on this project. P77-8, cont.

C) why did I have to yell and scream for another meeting because we did not understand the project and then VTA comes up with more information on Vents. Why wasn't the outreach and information comprehensive the first time? Why only after complaining did the information get improved? P77-9

D). How much above California guidelines are your NOX? P77-8, cont.

D).San Jose is a CARE community: The Community Air Risk Evaluation Program unites government, communities, and businesses to address areas of concentrated air pollution and related public health effects in the Bay Area.

While overall air pollution continues to decrease in the Bay Area, some communities still experience higher pollution levels than others. These communities are generally near pollution sources (such as freeways, busy distribution centers, and large industrial facilities) and negative impacts on public health in these areas are greater. The CARE (acronyms) Program aims to reduce these health impacts linked to local air quality.

The goals of the CARE (acronyms)Program are to: P77-10

- Identify areas where air pollution contributes most to health impacts and where populations are most vulnerable to air pollution.
- Apply sound scientific methods and strategies to reduce health impacts in these areas.
- Engage community groups and other agencies to develop additional actions to reduce local health impacts.

1). All trucks and equipment must be state of the art diesel equipment with tags on the vehicles saying they meet the newest diesel permits for the state of California and meet and or exceed diesel emission particulate filters.

1A). NO IDLING AND ENFORCEMENT AND EDUCATION ABOUT NO IDLING OF DIESEL VEHICLES EVEN CLEAN IDLE VEHICLES BECAUSE OF CO2 EMISSIONS causing climate change and for noise abatement all vehicles NO IDLING.

2). ACTUALLY WE DEMAND THE Cleanest trucks we would like natural gas trucks and heavy duty dirt moving trucks ALL trucks should be natural gas—CNG. to be used on all construction and maintenance of the bart system.

The Greenhouse gases for this project along with the particulate matter need to be reduced. The best way to reduce the greenhouse gases and particulate Matter is to reduce the scope of this project. We were told that Bart would help bring A RING around the Bay OF public transit. Well BART Rings the EAST side there is no need to bring BART station to Santa Clara because that is redundancy since Caltrain serves the West side to the Bay very well AND of course. CALTRAIN needs to be electrified. But bringing BART to Santa Clara expands our greenhouse gas allowance and does not help us reach the goal of zero carbon emissions. Doing less Does help us reach this goal. P77-11

BART phase II NEEDS the end of line to be at Diridon Station.

The BART Maintenance facility at Santa Clara also adds to our greenhouse gases and we need to do LESS
A) the state paid many millions of dollars to fix and upgrade the BART HaYTWARD maintenance yard.

B). UsE the BART Hayward maintenance yard like all the other cities that support BART use like SF etc. P77-12

C). By reducing the building of this maintenance yard we greatly reduce greenhouse gases and particulate matter in our already highly impacted and polluted county. The American lung association has given Santa Clara county an f in Air quality. P77-13

Santa Clara and San Joaquin counties get "F" ratings for both ozone and airborne particulates from 2012 through 2014, according to the new report. Alameda gets an "F" for ozone and a "D" for particulates, while Contra Costa gets a "D" for ozone over that three-year period and a "C" rating for particulates. Santa Cruz County gets an "F" for airborne particulates and a "C" for ozone.

Climate change, and the drier, warmer conditions it has helped bring to many parts of California, has largely negated California's "groundbreaking clean air and clean energy laws, and local air pollution control programs" that had helped bring positive changes, the report says.

"Starting with requiring catalytic converters on vehicles, stricter emissions standards for cars, cleaner fuels, diesel truck fleet upgrades … (California's) standards have been a model for the rest of the nation," said Bonnie Holmes-Gen, senior director of air quality and climate change for the American Lung Association in California.

The drought and accompanying higher temperatures — which help transform other pollutants into ozone — plus the wildfires those hot, dry conditions helped breed, have helped blunt the previous progress, the report says.

In the Bay Area, wood smoke from home heating stoves is cited as the largest source of particulates during the winter months, when the Bay Area has its worst air. Wood burning has decreased in recent years regionwide, but Jack Broadbent, chief executive officer of the Bay Area Air Quality Management District, said it remains a "neighborhood-to-neighborhood" problem.

"Isolated valleys with no natural gas service still present a challenge to us" in curbing wood smoke, he said. "Cold, dry winters make the situation worse." P77-14

The Port of Oakland, with its concentration of idling and polluting engines (mostly diesel) powering trucks, railroad locomotives and ships, contributes to both the Bay Area regional pollution problem and is its own pollution hot spot, including West Oakland.

Contra Costa County's four oil refineries (and a fifth in nearby Benicia) are also notable contributors, the report says, "but everything from a dry cleaning business to a power plant to a diesel backup generator contributes to the problem," Broadbent said.

The new American Lung Association report has good news, too, mostly nationally. The most encouraging, it said, is the continuing reduction of ozone and year-round particle pollution in most parts of the country. These numbers have been falling, slowly, for years, and the report credits cleaner power plants and increased use of cleaner motor vehicles (with their cleaner engines) for the improvements. But more must be done in the Bay Area and elsewhere, said air quality district spokeswoman Lisa Fasano.

"The public needs to start making changes, like getting on their bikes, using transit, carpooling," she said Tuesday. "There is a lot of support in the Bay Area for these changes."

Contact Sam Richards at 925-943-8241. Follow him at Twitter.com/samrichardsWC.

Regional air pollution grades

County	Ozone Grade	Particulate Matter Grade
Alameda	F	D
Contra Costa	D	C
Marin	A	C
Napa	B	B
San Francisco	A	C
San Joaquin	F	F
San Mateo	B	C
Santa Clara	F	F
Solano	D	D

Sonoma A A
Source: American Lung Association

An F in both Ozone and particulate matter in Santa Clara County. We need to not think by bringing BART we will fix this and we can at least absolutely know that if we reduce BARTs Scope by ending at Diridon, even removing the City Hall BART station will reduce the impact and reduce fossil fuel consumption. Just having BART at Diridon is amazing and enough. We can't keep putting into the future that building something will solve our problems and reduce greenhouse gases we have to stop now by reducing this projects impact and not going to Santa Clara and not building a new maintenance facility. P77-14, cont.

Why do we need a new maintenance facility when we just improved and enlarged the Hayward maintenance facility with state funds in the millions?

3). Vibration

We are very concerned on Stockton Avenue and in the Garden Alameda neighborhood about the vibrations from the tunneling and the trains in general running under our street and homes.

1). The status of our foundations should be checked and evaluated before the digging
2). The foundations should. be evaluated after the "dig"
3). the foundations should be returned to their original state
4). The foundations should be improved to increase their strength so that there will be no problems from the longterm effect of the trains P77-15

Also there could be problems with windows. All windows that are experiencing problems should be replaced with double pain windows. If windows break from shaking there must be continual replacement of broken windows.

Shaking can and should not break windows then the trains must be redesigned and altered to stop the shaking and breaking of windows P77-16

Stations ramps are needed as a non fossil fuel way of accessing the stations.

My neighbor Anne Zingale Kemske who uses BART says she has witnessed that a woman was in a wheelchair and was yelling for help because the elevator was broken. Anne tells me that the elevators are often broken. How is BART going to man these stations so that the elevators are never broken? P77-17

How can BART have alternatives to elevators so bikers and wheelchair users have an alternative exit like ramps etc.

Bart needs to be bicycle accessible and friendly and supportive technology for bikes to be loaded on and off bart and stored safely on the trains while in transit similar to Caltrains ropes to tie bike down while moving. P77-18

4. Shared Agreements and Oversight commitee and Feedback LOOP from Comments to EIR.

Like with the SAP Center and the Caltrain Maintenance facility. We need shared objectives in our impacted communities and an oversight committee to address the neighborhoods most impacted by BART. Especially the issues around this new BART maintenance facility needs to have an oversight committee so that when there are problems P77-19

we can address them with the VTA/Bart operators. An oversight committee needs to be formed right away to follow the footsteps of Caltrain and their oversight committee that has helped our garden Alameda neighborhood more effectively deal with operational and construction issues. BART in Santa Clara County needs this as well! P77-19, cont.

Also besides oversight committee we want to know how our comments are responded to what is that protocol and it needs additional meetings to go over mitigations and constraints recommended and responses that VTA has given to us before submitting to VTA BOARD. P77-20

5. Neighborhood improvements to counter Property Value Degradation

Yes, you say that property values go up when bart is near by, but they don't go up when BART is under your house and near your homes where you can hear it and feel it. So in order to compensate for the property loss in value from BART running through our neighborhood, our community proposes improvements to Stockton AVenue, Taylor Street and Julian Street. P77-21

In addition to the Bart underground, the construction phase and the impacts of having more business and traffic from the Vent structure retail, our neighborhood demands improvement to compensate for increased noise, traffic and congestion that BART and Transit oriented development will create and the negative impacts of having BART under our street. P77-22

Stockton Avenue needs:

traffic calming.
!) new crosswalk at Shiele Avenue across Stockton Avenue.
2) trees and bushes and ground cover on all Stockton Avenue properties
2a). Build the Building in front of Vents to have lots of greenery—vertical greenery up the entire building. And in front as well trees and bushes and ground cover
3). Flattening of the road to remove the high crest of the road
4) reduce the gutters on the west side of stockton to 1 foot
5). Put a center divider of trees and bushes on stockton AVEnue down the center of road with left hand turn pockets to reduce the width of the road and slow traffic
6). Require all businesses who use single tone backup beepers to change to broadband to keep the noise level on the street improved and reduced.
7). City of San Jose must improve and augment their noise ordinance to be a "comprehensive noise ordinance" similar to New York City to protect our quality of life
8). Crosswalks with staircases large white lines on all intersections and the corners of all intersections squared off to slow traffic around corners. P77-23

Improve the underpasses at Julian Street and Taylor Street

Create a bike lane on Julian Street from Stockton Avenue going east P77-24

Create a park at the corner of Stockton and Julian Street

Taylor street.

Slow traffic by putting a center divider with trees and bushes all the way down Taylor street including a center walking biking promenade east of Stockton to ColemanAvenue
REplace and repair the bird netting under Taylor street bridge. Replace bird netting with a permanent wood or cement solution to stop the nesting of pigeons P77-25

ADD a left hand turn signal to Taylor street at the corner of Stockton going west bound off of Stockton Avenue at the left westbound on Taylor street turning pocket.

Poor outreach and education about this immense 6 mile proposed project to impacted neighborhoods

P77-26

This comment is about poor outreach to impacted neighborhoods and education about this immense project. For this reason I think VTA must go back to the drawing board and do more community education about this project.

I still do not know if there will be above ground impacts on Stockton AVenue P77-27
I do not know how loud the tunneling process will be P77-28

I do not know how many trucks will be going down our street P77-29

Also We DO NOT WANT STOCKTON AVENUE TO BE A TRUCK ROUTE

WE NEED COLEMAN AVENUE TO AUTUMN To BE THE TRUCK ROUTE AND SIGNS POSTED THAT STOCKTON IN NOT THE TRUCK ROUTE P77-30

Thank you VTA for considering all of these important issues and performing the mitigations I have demanded,

Tessa and Cat Woodmansee

Response to Comment Letter P77

Tessa Woodsmansee

P77-1 See response to comment P25-1 for impacts due to noise and vibrations. Mitigation Measure TRA-CNST-A: Develop and Implement a Construction Education and Outreach Plan, described in Chapter 5, Section 5.5.1, *Construction Outreach Management Program*, provides a 24/7 hotline service; also there will be an onsite outreach coordinator/personnel available to respond to concerns in a timely manner.

P77-2 Vents are always open. See response to P73-3 for details on ventilation structures usage.

P77-3 See responses to comments P55-1 and P55-2 for a discussion of the benefits of Single-Bore and Twin-Bore. Both Twin-Bore and Single-Bore tunnel methodologies are explained in Section 5.3.1.2 of the SEIS/SEIR. Twin-bore involves cut-and-cover stations, which results in greater disruptions at the street level or at the at-grade level compared to the Single-Bore. In the Single-Bore design, the station is in the tunnel, and cut-and-cover is limited. Table ES-3, *Comparison of Adverse Effects After Mitigation for Tunnel Construction Methodology Options (Twin-Bore and Single-Bore) for NEPA BART Extension Alternative,* provides a comparison of the adverse effects after mitigation for the tunnel construction methodologies.

As required by CEQA and NEPA, all comments received during public comment of the Draft SEIS/SEIR have been responded to in this Final SEIS/SEIR.

P77-4 The Final SEIS/SEIR will be presented to the VTA Board of Directors in an open session in Fall 2017 where the public can provide additional comments. See response to comment P73-2 regarding the outreach that has previously occurred.

P77-5 See response to comment P25-1. For information about construction noise and boring noise refer to Section 5.5.13, *Noise and Vibration*. For noise during operation refer to Sections 4.12 and 6.12, *Noise and Vibration*. The impacts of noise have been mitigated to the levels contained in the FTA Guidelines.

P77-6 See response to comment P25-1. For residences, the FTA noise impact threshold for groundborne noise from trains is 35 A-weighted decibels (dBA), which is quieter than the typical quiet dishwasher now on the market.

P77-7 See response to comment P25-1 regarding noise impacts. The construction contractor will be responsible for limiting construction noise to contract-imposed noise limits. For construction noise limits and other requirements placed on the contractor to limit noise, refer to Section 5.5.13, *Noise and Vibration*.

P77-8 See response to comment P25-1. Regional Organic Gas (ROG) comes from any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. ROGs can be a result of evaporative emissions, such as many paints, solvents used in dry cleaners, and vapors that escape gas tanks. ROGs are also emitted by cars and trucks as unburnt fuel due to incomplete combustion. ROGs can be harmful to human health and the environment. There would be exceedances of nitrogen oxides (NO_X) during construction, as described in Table 5-3, *Construction Emissions Related to the BART Extension,* and Table 6.3-6, *Construction Emissions Related to the Project: Mitigated Emissions*. However, the exceedances are a result of simultaneous construction activities over a 6-mile project area and not a result of an exceedance at any one location. Once constructed, there would be no exceedance of NO_X.

P77-9 VTA held the Shasta Hanchett neighborhood meeting to address questions and concerns arising from the environmental public hearings. The additional meeting held with this neighborhood was tailored to discuss issues specific to their community, one of which is the proposed ventilation structure. At the meeting, questions were raised and responses provided to better inform the public. Ventilation structure information was available at the formal public environmental hearing but was highlighted more specifically for the Shasta Hanchett community at the request of a neighborhood resident.

P77-10 The BART Extension includes avoidance, minimization, and mitigation measures to control fugitive dust (Mitigation Measure AQ-CNST-A) and to reduce NO_X emissions (Mitigation Measures AQ-CNST-B through AQ-CNST-H; see Section 5.5.3, *Air Quality*) in accordance with Bay Area Air Quality Management District (BAAQMD) requirements. These measures include Tier 3 equipment exhaust standards and idling limitations. Implementation of Tier 3 engine exhaust controls would reduce equipment-related NO_X from 252 to approximately 93 pounds per day under the Twin-Bore Option and from 308 to 149 pounds per day under the Single-Bore Option. However, NO_X emissions would still be greater than the BAAQMD significance threshold of 54 pounds per day.

Mitigation Measure AQ-CNST-D: Minimize Idling Times, requires idling times for equipment and vehicles to be minimized.

P77-11 The rationale for why Santa Clara Station is included as part of the preferred alternative is addressed in Master Response 6, *Why Santa Clara as a Terminal Station.* The project in question does not preclude future BART extensions in response to the suggestion to extend BART to San Carlos.

P77-12 Hayward Maintenance Facility is a heavy maintenance facility that includes several repair shops, a vehicle overhaul shop, a parts warehouse, and vehicle storage, while the Newhall Maintenance Facility will be for general maintenance, repairs, and vehicle storage. BART currently has three light maintenance facilities

to support their operations. The BART extension project also needs an end-of-line light maintenance facility, so use of the Hayward Maintenance Facility is not an option.

P77-13 Refer to response to comment P77-12 regarding the need for the Newhall Maintenance Facility. As shown in Table 4.9-1, *Estimated Carbon Dioxide Emissions – BART Extension Alternative*, operation of the BART Extension Alternative would decrease greenhouse gas (GHG) emissions because of reductions in vehicle miles traveled (VMT) related emissions.

P77-14 The rationale for why Santa Clara Station is included as part of the preferred alternative is addressed in Master Response 6, *Why Santa Clara as a Terminal Station.* The project in question does not preclude future BART extensions in response to the suggestion to extend BART to San Carlos.

See responses to comments P77-12 and P77-13 regarding why the Newhall Maintenance Facility is needed.

P77-15 See response to comment P25-1 regarding vibration impacts. Construction surface settlement is addressed in Section 5.5.9.2, *Surface Settlement,* and, according to the impact analysis, impacts on house foundations would not be adverse. Mitigation Measures GEO-CNST-B: Implement Preconstruction Condition Surveys along the Tunnel Alignment, and GEO-CNST-C: Monitor Ground Surface during Tunneling Activities, described in Chapter 5, Section 5.5.9, *Geology, Soils, and Seismicity,* would proactively identify any issues with surface settlement so corrective actions could be implemented.

P77-16 See response to comment P25-1 regarding vibration impacts. Section 4.12.4.3, *Groundborne Noise and Impacts from Operations*, also addresses vibration impacts along the tunnel alignment. Based on the FTA criteria, vibration levels were predicted from BART operations and determined to be not adverse. Therefore, the levels would not be substantial enough to break windows on residences above the tunnel alignment.

P77-17 The project will be compliant with the Americans with Disabilities Act. Because of the tunnel depths, elevators will be provided as ramps within stations are not a viable option.

P77-18 The project will be compliant with the Americans with Disabilities Act for wheelchair access. Bicycle access will be included in the *VTA BART Phase II – TOD and Access Planning Study*, which will span from early 2018 through 2019, and will aim to optimize efficient multimodal access to the station. The study will analyze various topics including bike, bus, and pedestrian access, and parking and kiss-and-ride areas, and will look at how all modes will be integrated. The BART stations are designed to allow for bicycle storage at each station. However, BART has adopted policies that include some restrictions on which train cars are

available to bicycles. The comment regarding using a bike storage system similar to Caltrain is noted. Opportunities for public and stakeholder input will be provided throughout the study.

P77-19 VTA initiated the Community Working Groups during the 2015–2017 environmental phase, and this group will continue throughout the construction phase. This will include additional key stakeholders during the different phases of the project. In addition, the Construction Outreach Management Program will be developed in coordination of all key stakeholders in Downtown San Jose.

P77-20 All public comments have been responded to in the Final SEIS/SEIR. No additional meetings are planned beyond the VTA Board of Directors' meeting to consider the Final SEIS/SEIR and project approval.

P77-21 Economic impacts (such as change in property values) of a project are only subject to CEQA if they result in physical impacts. As stated in the SEIS/SEIR, there would be no significant physical impacts (such as visual, noise and vibration) of BART tunnel operation and/or ventilation structures on land uses aboveground.

The comment raises a real estate issue that is addressed in Master Response 5, *Real Estate Acquisition for VTA Projects,* which covers the following topics:

- What Types of Real Property Does VTA Purchase?
- How are Property Owners Protected When VTA Purchases Real Property?
- When Will Property Owners Know Whether Their Property Will Be Acquired?
- When Does VTA Purchase Real Property for Transportation Projects?
- When and How Will Property Owners Be Contacted?
- What are the Steps During the Acquisition Process?
- How are Properties Valued and What Compensation is Paid by VTA?
- What If I Don't Want to Sell My Property to VTA?

P77-22 Mitigation to reduce noise and traffic impacts during construction and operation will be implemented, as discussed in the SEIS/SEIR in Section 5.5.13, *Noise and Vibration,* and Section 5.5.2, *Transportation,* for construction activities and in Chapter 3, *NEPA and CEQA Transportation Operation Analysis,* in Section 6.2, *Transportation,* and in Sections 4.12 and 6.12, *Noise and Vibration,* for operations. As explained in Chapter 3, Stockton Avenue Transit-Oriented Joint Development (TOJD) would not result in any traffic impacts on local streets. Improvements beyond the BART Extension project impacts are outside the scope of this project.

P77-23 There are no traffic impacts identified on Stockton Avenue that would necessitate these measures. See response to comment P77-22 regarding noise and vibration and transportation impacts.

P77-24 The BART Phase II project would not result in any adverse impacts on the underpasses at Julian Street and Taylor Street that would necessitate improvements such as creating a bike lane and a park. See response to comment P77-22.

P77-25 See response to comment P77-22 regarding improvements.

P77-26 See response to comment P73-2 regarding outreach.

P77-27 There will be no aboveground noise impacts not mitigated that are associated with the vent shafts. See response to Comments P25-1 and P73-3.

P77-28 See response to comment P25-1 regarding construction noise. The tunnel will be constructed with a tunnel boring machine. (TBM) As the TBM passes close to residences and other noise-sensitive buildings there may be perceptible groundborne noise that would last for a few days until the TBM is farther away. The noise level, if audible, will be low compared to other typical indoor noises.

P77-29 It appears the commenter is concerned about hauling of materials for the Stockton Avenue ventilation structure. Table 5-1, *Haul Road Volumes and Number of Truck Trips for the BART Extension Alternative*, provides an estimate of 400 total truck trips and up to two trucks per hour for construction at this location. See Figure 5-12, *Truck Haul Routes*. At this location, trucks would travel north to Taylor Street and then east to State Route 87. These trips would only occur during construction.

P77-30 Final determination of truck routes is subject to City of San Jose review and approval. Stockton Avenue would only be used as a truck route for construction of the Stockton Avenue ventilation structure. From the ventilation structure location, trucks would travel north to Taylor Street and then onto State Route 87.

Swan, Samantha

From:	Han Le <han.le3359@gmail.com>
Sent:	Monday, March 06, 2017 12:07 PM
To:	Fitzwater, Tom; bartphase2eis-eir; Childress, Brandi
Cc:	Hans Liang; paul kim; Nick Zirnoon; Helen Hamel, Treasurer; Rohan Sheth, 343 Destino; Patricia McLeod, Board Secretary; Michelle Kolodziej; Justin Sacoolas
Subject:	Second Petition from Marburg Place Homeowners
Attachments:	Second Petition.pdf

Dear Mr. Tom Fitzwater

Attached is a scanned copy of our second petition requesting VTA's BART to reroute the tunnel so it will not run under our place.

The original document will be sent to you as well by USPS, you should receive it in a few days.

We are looking forward to resolve this problem.

Please let us know if there is another town hall meeting regarding to this subject.

P78-1

Thank you

Han Le
Marburg Place Homeowners Board President

SECOND PETITION (MARCH 3, 2017)
TO VTA'S BART SILICON VALLEY
PHASE II EXTENSION PROJECT

We, undersigned, who live at Marburg Place on Marburg Way and Destino Circle, San Jose, CA 95133, strongly oppose the proposed construction of your phase 2 extension project that proposes to run tunnels underground through our community that has 55 very recently built homes. We are opposing the proposal for the second time with the following reasons: P78-2

1. The meeting that was supposed to address our prior raised concern did not meet our satisfaction. P78-3

2. We as a community have major concerns about the VTA project running under our property. This will significantly decrease the value of our houses. P78-4

3. We are concerned about the stability of the foundation of the homes due to the tunnel construction. Our place was built on a landfill, we do not know how stable the foundation is. There are no reports on this subject, no ground/soil analysis done to see if the tunnel is even possible. P78-5

4. We are concerned about the noise, vibration, traffic, health hazards and disruption to our everyday life. Although the previous meeting presented the noise & vibration analysis, it is still very high for the people of our community. P78-6

We as the community strongly suggest VTA re-evaluate their route and come up with alternative routes that are not going to directly affect our community. We hope this will be resolved without a lawsuit if we have to come up one. P78-7

Regards

NAME/ADDRESS	SIGNATURE	DATE
HAN LE, 375 Destino Circle		3/3/2017
Nagaraja Govindaiah 1528 Marburg Way		3/4/17
Biswajit Modak 1500 MARBURG WAY		3/5/2017

	MONIKKA & COLT ONEIL 150 f. MARBURG WAY	Monika O'Neil	3/5/17
	TOAN LE		3/5/17
	319 DESTINO		
	351 Destino circle	Z Halehoji	3/5/17
	359 Destino circle	H	3.5.17
YANG XIAO NELSON TAN	335 DESTINO CIR		3/5/17
SHEFALI PRATAP	333 DESTINO CIR	Shefali Pratap	3/5/2017
	393 Destino CIR		3/5/2017
	387 Destino CIR		3-5-2017
	381 Destino		3-5-2017
	369 Destino	Michael Chen	3-5-17
	349 Destino	Wai Phyo	3-5-2017
	357 Destino		3-5-2017
Paul Lein	303 Destino Circle		3-5-2017
	305 Destino Circle	Hauxi Cheung	3-5-2017
	365 Destino Circle	Timmy Nguyen	3-5-2017
	363 Destino Circle		3/5/2017
	325 Destino Cir		3/5/17
	HUNG NGUYEN 311 DESTINO		3/5/17
	KHOI VU 321 DESTINO		3/5/17
	KARTHIK 371 Destino Cir		3/5/17
	385 Destino Circle Muhammad Rehman		3/5/17
	WORK O.H. #305		3/5/17

MONISHA O'NEIL 1504 Marburg Way	[illegible]	[illegible]
zhardran 1508 Marburg Way	Zhardran	3/5/17
Gershon H. #327	[illegible]	3/5/17
Helen Hamel #377	Helen Hamel	3/5/17
QUAN WANG #353	[illegible]	3/5/17
NIDHI MOHTA #367	[illegible]	3/5/17
TAI ANH NGUYEN #1524	[illegible]	3/5/17
Chen Hui Ling 323	Hui Chen	3-5-17
Mingxiang Wang #361	[illegible]	3-5-17
Nick Zirnoon #301	[illegible]	3-5-17
Haleh Oji #307	H.O.	3-5/17
Feng Han 373 Destino Cir.	Feng	3/5/2017
Varun Shah #383	Shah	3/5/17
Shengi Guo #355	Shengi Guo	3/6/2017
ROHAN SHETH #343	[illegible]	3/6/2017
Chen Hui Ling #323	Hui Chen	3/6/2017

Response to Comment Letter P78

Marburg Place Homeowners

P78-1 The comment opposing the tunnel under Marburg Place residences is noted.

A summary of the five alignment alternatives examined around U.S. 101 and the Alum Rock/28th Street Station is provided in Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn,* and Master Response 1, *Summary of U.S. 101 Alignment Alternatives*. These alternatives were not chosen to be further evaluated and carried forward in the environmental clearance phase due to design and engineering limitations, construction and operational impacts, additional right-of-way/real estate requirements, inefficient passenger access and intermodal connectivity, and/or substantial environmental impacts.

P78-2 The Comment opposing the tunnel under Marburg Place residences is noted. Marburg Place residents expressed opposition to the tunnel under their homes at public hearing #3 for the Draft SEIS/SEIR conducted in January 2017. Based on the concerns raised by the residents at the public hearing, VTA engineers and planners conducted a community meeting at Marburg Place on February 27, 2017. At this meeting, VTA staff explained the project and its potential impacts to the homeowners. Also, refer to response to comment P78-1.

P78-3 The comment states that the community meeting held by VTA staff at Marburg Place on February 27, 2017, was not to the residents' satisfaction. However, no reasons are provided for the inadequacy of the meeting nor are any environmental concerns raised in the comment.

P78-4 The comment raises a real estate issue that is addressed in Master Response 5, *Real Estate Acquisition for VTA Projects,* which covers the following topics:

- What Types of Real Property Does VTA Purchase?
- How are Property Owners Protected When VTA Purchases Real Property?
- When Will Property Owners Know Whether Their Property Will Be Acquired?
- When Does VTA Purchase Real Property for Transportation Projects?
- When and How Will Property Owners Be Contacted?
- What are the Steps During the Acquisition Process?
- How are Properties Valued and What Compensation is Paid by VTA?
- What If I Don't Want to Sell My Property to VTA?

Other examples of where BART operations are in tunnels under residential properties include parts of Berkeley Hills, the City of Fremont, and Downtown San Francisco.

P78-5 Construction surface settlement is addressed in Section 5.5.9.2, *Surface Settlement*, and, according to the impact analysis, impacts on house foundations would not be adverse. Mitigation Measures GEO-CNST-B: Implement Preconstruction Condition Surveys along the Tunnel Alignment, and GEO-CNST-C: Monitor Ground Surface during Tunneling Activities, described in Chapter 5, Section 5.5.9, *Geology, Soils, and Seismicity*, would proactively identify any issues with surface settlement so corrective actions could be implemented.

P78-6 Refer to Master Response 4, *Marburg Place Concerns*, regarding noise and vibration impacts, traffic, health and safety, stability of foundations, home values, and history of alignment.

P78-7 A summary of the five alignment alternatives examined around U.S. 101 and the Alum Rock/28th Street Station is provided in Volume I, Chapter 2, Section 2.4, *Alternatives Considered and Withdrawn*, and Master Response 1, *Summary of U.S. 101 Alignment Alternatives*. These alternatives were not chosen to be further evaluated and carried forward in the environmental clearance phase due to design and engineering limitations, construction and operational impacts, additional right-of-way/real estate requirements, inefficient passenger access and intermodal connectivity, and/or substantial environmental impacts.

Swan, Samantha

From: Laura Tolkoff <ltolkoff@spur.org>
Sent: Monday, March 06, 2017 12:37 PM
To: bartphase2eis-eir
Cc: Liccardo, Sam; Jeannie Bruins; Freitas, Harry; Ortbal, Jim; Walesh, Kim; General Manager; Teresa Alvarado; Ratna Amin; grunic@bart.gov
Subject: SPUR's Comments on the Draft EIR/EIS for BART Silicon Valley Phase II
Attachments: SPUR BART SV EIR EIS COMMENTS-3-6-17.pdf

Dear Mr. Fitzwater,

We hope this email finds you well. Attached please find SPUR's comments on the draft EIR/ EIS For BART Silicon Valley Phase II. Thank you for the opportunity to provide input and we appreciate your partnership.

Please let us know if you have any questions at 408-638-0083.

Sincerely,

Laura Tolkoff, AICP
San Jose Policy Director
SPUR • Ideas + Action for a Better City
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SPUR
San Francisco | San Jose | Oakland

Tom Fitzwater, Environmental Planning Manager
VTA Environmental Programs & Resources Management
3331 North First Street, Building B-2
San Jose, CA 95134

March 6, 2017

Submitted Electronically

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

Dear Mr. Fitzwater,

This letter provides SPUR's comments on the Draft Supplemental Environmental Impact Statement/ Subsequent Environmental Impact Report.

SPUR is a non-profit urban policy organization with offices in San Francisco, San Jose and Oakland. SPUR promotes good planning and good government through research, education and advocacy. We have thousands of individual and business members in the Bay Area.

Bringing BART to the South Bay is an opportunity of a lifetime. When completed, BART will connect the downtowns of the three largest cities of the Bay Area. The project's actual benefits will depend on decisions made today.

BART Extension Project Definition

- **We encourage VTA to show two sets of ridership forecasts for Diridon Station: one that accounts for BART alone (as it is in the draft EIR/ EIS), and one that accounts for other transportation improvements.** We think that the EIR may underestimate the ridership forecast for travelers coming to and from Diridon Station. It is our understanding that the model does not account for other transit services and station access improvements that will add BART riders, such as VTA's light rail and bus network, which are planned to take effect by the end of 2017. VTA and San Jose have a shared goal to maximize ridership and other benefits of BART.

P79-1

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San Francisco, CA 94105
(415) 781-8726

SAN JOSE
76 South First Street
San Jose, CA 95113
(408) 638-0083

OAKLAND
1544 Broadway
Oakland, CA 94612
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spur.org

- **We strongly prefer that the location of the downtown San Jose station be located on Santa Clara between Market St. and 4th Street ("downtown west" option).**[1] Although the east option has fewer construction-related impacts, we think that the decision about where to locate the station should be based on long-term thinking. The decision about where to locate BART will shape the city for the better part of a century. P79-2

- **We think that the west option has the potential to generate more riders than the east option.** More riders translate to more operational revenue, lower greenhouse gas emissions, and less roadway congestion. Our analysis suggests that compared to the east option, the downtown west option offers the best opportunity to generate new BART riders:

    - *The west option is closer to future jobs, and the proximity of jobs to the station matters.*
        - The 1/4-mile and 1/2-mile around the downtown west station are more proximate to employers and commercial development. The west station option is closer to existing jobs, and jobs like to cluster together contiguously—it is less likely that jobs will leapfrog several blocks and start growing east of the downtown core.
        - The number of planned jobs near the west option far outpaces the planned jobs and housing close to the downtown east option. San Jose is planning to add 58,500 new jobs and 14,360 new housing units in downtown, but only 795 jobs and 850 housing units in the East Santa Clara Urban Village (between North 7th and North 17th streets). P79-3
        - The number of office workers who will ride transit decreases the farther they are from transit. A recent study found that the office mode share drops 1% for every 100 feet that they need to walk.[2] Additionally, the statistical relationship between people who work within 1/4 mile of a rail station and transit ridership was twice as strong than those who worked more than 1/4 of a mile away from the station.[3] Thus, people who work in downtown's growing office district may not walk the extra few blocks to BART if it is to the east.

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[1] See SPUR's full position on the BART downtown San Jose station location: http://www.spur.org/news/2017-01-26/where-put-downtown-san-jose-bart-station-go-west

[2] Arrington, GB. "Getting TOD Right: Reflections from 40 Years Doing TOD". Rail~Volution. (March 2016). http://railvolution.org/transit-oriented-development-101/

[3] Cervero, R. and Duncan, R. 2008. "Residential Self Selection and Rail Commuting: A Nested Logit Analysis". http://reconnectingamerica.org/assets/Uploads/604.pdf

- *The west option is more likely to attract employers and more jobs in the future. Employment uses bring more people within walking distance to the station than residential uses, and therefore bring more potential riders near the station.*
  - Large sites are attractive to employers and commercial developers and there are more large development opportunity sites (parcels larger than 1/3 acre) within 1/4-mile of the west option than the east option.
  - Employment uses—clustered near the west option—offer more density and more potential riders. It's not uncommon to have 4 people per 1000 square feet of office than 4 people in a 1000 square foot apartment.
- *The west option offers connections to light rail and buses at the First Street and Second Street transit malls.*
  - The availability of these transit connections makes BART more useful to people in San Jose and Santa Clara County who are already served by VTA's light rail network.
- *The west option is also closer to a variety of round-the-clock activities, which can help bring riders to the station for non-commute trips.*
  - These destinations include the San Jose Convention Center, several hotels, San Pedro Square Market, the SoFa arts district, the San Jose Museum of Art, and more.

P79-3, cont.

- **We ask that VTA analyze the impacts of locational decisions on ridership to support project design decisions.** The draft EIR/ EIS states that the number of riders who will take BART at the downtown station is the same, regardless of whether the station is located to the "west" or "east". We understand that this may be a limitation of the existing model. However, given the preponderance of academic research on the factors that influence ridership (as described above), we think that further analysis is warranted.

P79-4

- **We encourage VTA to consider the impacts of locating the station portals on Santa Clara Street.** VTA is clearing many portal locations in the EIR/EIS to give as much flexibility to the project as possible, and we support this approach. As the project gets refined, we think it is important to select portals that are most consistent with San Jose's goals for accessibility and placemaking. To that end, we think the portals should be highly visible from main streets and help orient people to nodes of activity. Therefore, we recommend that VTA consider the

P79-5

following additional locations: 1) a portal on W. Santa Clara Street at Third Street; and 2) a west-facing portal on W. Santa Clara Street between Market Street and Second Street. We suggest keeping: 1) the two portals on Market Street between W. Santa Clara Street and Post Street, 2) the portal at the Mitchell Block on W. Santa Clara between First Street and Market Street. We suggest working closely with a developer to integrate the portal into a new development project at that location.

P79-5, cont.

- **We strongly recommend that ventilation and ancillary structures be placed underground in order to create a vibrant and pleasant public realm.** We appreciate that VTA analyzed putting ventilation and ancillary structures below ground. These will diminish the quality of the walking environment if placed above ground.

P79-6

Transit Oriented Joint Development (TOJD)

- **We applaud VTA for producing a project that does not have any parking at or around the downtown San Jose station.** The key purposes of extending BART to downtown San Jose are to give commuters an alternative way to get to jobs and to support the urban, compact growth occurring in downtown San Jose. Prioritizing walking, biking and transit use for station access is the right approach to achieve these goals. A shared and distributed parking approach is more appropriate for these urban locations.

P79-7

- **We appreciate that VTA is considering unbundled parking in the TOJD sites.** It is important to minimize the availability and physical footprint of parking in order to create walkable communities that support transit usage. In addition, charging for parking separately from rent can help lower overall housing costs for transit users that live in these locations.

P79-8

- **We think that VTA should plan and clear more growth on the proposed TOJD sites.** The amount of office, retail and housing proposed as part of the TOJD program is relatively small and does not make best use of some of the most transit-accessible parcels in the city. TOJD projects are meant to be catalytic and should plan for more growth.

P79-9

- **There are at least 238 unneeded parking spaces proposed for the TOJD sites. We encourage VTA to remove this excess parking from the draft plans and draft EIR/EIS.** With better transit and autonomous vehicles, we are on the verge of a paradigm shift in transportation that should reduce (or negate) the

P79-10

need for private auto parking. Parking decisions should be made carefully and conservatively.

SPUR used GreenTRIP Connect[4], an online tool that calculates how much parking demand will be generated at the parcel level based on actual parking utilization rates in the area. For both of the TOJD sites that include parking (Alum Rock and Santa Clara), the proposed parking is much higher than the estimated parking demand.

- Alum Rock: We found that a 275-unit housing project with the program described in Table 3-40 on the TOJD parcel would only need 311 parking spaces—89 fewer parking spaces than proposed. This is a conservative estimate; it does not account for the addition of new, high-quality rapid transit, which should replace car trips and reduce parking demand.

- Santa Clara Station: The proposed TOJD calls for 400 parking spaces for 220 units of housing. This not only exceeds the amount required by the city of Santa Clara (380 spaces), but the GreenTrip Connect tool estimates that this development program in this location would only generate demand for 251 parking spaces—149 fewer spaces than proposed.

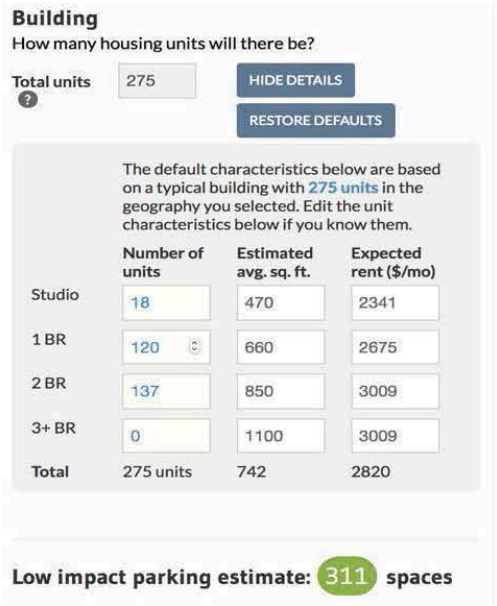
  The screenshots below show the estimated parking demand reports from GreenTrip (Left Alum Rock Station, Right: Santa Clara Station),

  Additionally, a 2010 study by VTA and San Jose State University looked at 12 transit-oriented residential properties in Santa Clara County and found that 100% of them were overparked. The average parking supply was 22% higher than needed.[5] These findings suggest that the amount of parking at TOJD sites is far too high.

P79-10, cont.

[4] See TransForm California's GreenTRIP Connect: http://connect.greentrip.org/map-tool.php?addr=95116

[5] VTA and SJSU. 2010. A Parking Utilization Survey of Transit-Oriented Development Residnetial Properties in Santa Clara County. http://www.sjsu.edu/urbanplanning/docs/VTA-TODParkingSurveyReport-VolI.pdf



Building

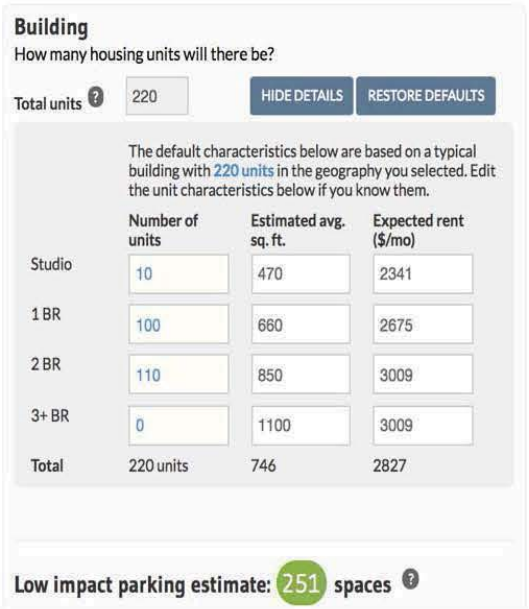
How many housing units will there be?

Total units 275 HIDE DETAILS RESTORE DEFAULTS

The default characteristics below are based on a typical building with 275 units in the geography you selected. Edit the unit characteristics below if you know them.

	Number of units	Estimated avg. sq. ft.	Expected rent ($/mo)
Studio	18	470	2341
1 BR	120	660	2675
2 BR	137	850	3009
3+ BR	0	1100	3009
Total	275 units	742	2820

Low impact parking estimate: 311 spaces



Building

How many housing units will there be?

Total units 220 HIDE DETAILS RESTORE DEFAULTS

The default characteristics below are based on a typical building with 220 units in the geography you selected. Edit the unit characteristics below if you know them.

	Number of units	Estimated avg. sq. ft.	Expected rent ($/mo)
Studio	10	470	2341
1 BR	100	660	2675
2 BR	110	850	3009
3+ BR	0	1100	3009
Total	220 units	746	2827

Low impact parking estimate: 251 spaces

Thank you for the opportunity to provide input on the environmental analysis. Please feel free to contact us with any questions you may have at 408-638-0083.

Sincerely,

Teresa Alvarado
San Jose Director

cc: Mayor and VTA Board Chair Jeannie Bruins, Mayor Sam Liccardo, Grace Crunican, Nuria Fernandez, Harry Freitas, Jim Ortbal, Kim Walesh

Response to Comment Letter P79

SPUR

P79-1 Table 3-11, *2035 Forecast Year No Build and BART Extension Alternative Average Weekday Boarding by Transit Operator,* provides data on ridership with and without the BART Extension. The travel demand forecast model is based on fully funded Regional Transportation Projects (RTPs) including other transportation improvements planned in the Diridon Station area. The planned VTA bus network changes related to service to Diridon Station are intended to support the Phase I BART Station openings. VTA's bus network would again be modified in conjunction with Phase II BART Station openings to support their ridership. As discussed in Section 3.4.4.1, *Impact on Non-BART Transit Ridership,* VTA local and express bus and light rail transit (LRT) ridership would decrease by almost 4 percent once the BART Extension service begins. An increase in ridership at Diridon Station beyond the projection in the SEIS/SEIR as suggested would not result in an adverse impact because parking is not provided at this location and the primary modes of access would be walk/bike and heavy and light rail.

P79-2 Preference for the Downtown San Jose West Option is noted.

P79-3 The opinion that the Downtown San Jose Station West Option would provide greater BART Extension ridership is noted.

P79-4 VTA will continue to work with the cities, community working groups, the public, and technical VTA teams to ensure impacts of locational decisions on ridership support the project design decisions. The travel demand forecast model used in the SEIS/SEIR was approved by FTA for use on this project and does have some limitations for stations located near one another. However, additional ridership modeling would not change the environmental impact conclusions as the primary modes of access, as shown in Table 3.16, *2035 Forecast Year Mode of Access by BART Extension Station,* are walk/bike, bus, and LRT.

P79-5 VTA and the City of San Jose have been working for years to identify appropriate and viable station entrances for Downtown San Jose Station. The Downtown San Jose West with Twin-Bore Option includes entrances on West Santa Clara Street at 3rd Street and on West Santa Clara Street between Market Street and Second Street as suggested as additional locations. The Downtown San Jose Station West with Single-Bore Option also includes an entrance on West Santa Clara Street between Market Street and Second Street as suggested.

The comment does not raise an environmental issue.

P79-6 The best location for ventilation and ancillary structures will be determined as part of the access and station planning efforts. The engineering team is reviewing the potential for underground facilities to determine if they are feasible and cost effective. Placing these structures underground would reduce environmental impacts and not introduce an adverse impact.

P79-7 The comment in support of not providing parking for Downtown San Jose Station is noted.

P79-8 Parking at the TOJD sites will be provided in accordance with the City of San Jose and City of Santa Clara parking requirements for areas near transit stations. Decisions on whether to charge separately for parking at TOJD sites will be determined at a later date.

P79-9 For the Downtown and Diridon TOJD sites, all of the parking was placed underground on three levels. Underground parking below three levels was assumed to not be financially cost effective for development. Based on the number of parking spaces that could be provided in three levels of underground parking, the City of San Jose's parking requirements were used to determine the square footage of office space, assuming the first floor is retail. Therefore, office space was constrained by the number of parking spaces remaining after meeting the retail parking requirements.

The Alum Rock/28th Street Station TOJD was based on the Five Wounds Urban Village Plan and the City's parking requirements, assuming no underground parking. The Santa Clara Station TOJD was based on one level of underground parking, City of Santa Clara parking requirements, and the Santa Clara General Plan.

VTA supports increased densities leveraging transit investment near transit facilities and will work with the City during the entitlement process to meet the desired densities to maximize the benefits of development at the BART stations.

P79-10 See response to comment P79-8.

Swan, Samantha

From: Seager, Jonathan (ET) <J7Se@pge.com>
Sent: Monday, March 06, 2017 12:50 PM
To: bartphase2eis-eir
Subject: BART Phase II Extension: Comments of Pacific Gas and Electric Company on the Draft SEIS / SEIR
Attachments: 2017_PGE_BART Ph II_Comments_FINAL.pdf

Tom Fitzwater
SVRT Environmental Planning Manager
VTA Environmental Programs and Resources Management

Dear Mr. Fitzwater:

Attached please find the comments of Pacific Gas and Electric Company on the Valley Transportation Authority (VTA) Draft Supplemental Environmental Impact Statement / Draft Subsequent Environmental Impact Report for the BART Phase II Extension Project. A signed version of this letter will also be mailed to you.

Sincerely,

Jonathan Seager
Director, State Infrastructure Projects
Pacific Gas and Electric Company

Pacific Gas and Electric Company

Jonathan Seager
Director
State Infrastructure Projects

Pacific Gas and Electric Company
77 Beale Street, Room 2807
San Francisco, CA 94177

(415) 973-6410
Email: Jonathan.Seager@pge.com

Via Email and First Class Mail

March 6, 2017

Tom Fitzwater
SVRT Environmental Planning Manager
VTA Environmental Programs & Resources Management, Building B-2
3331 North First Street
San Jose, CA 95134

Re: Pacific Gas and Electric Company (PG&E) Review of the Draft Supplemental Environmental Impact Statement/Draft Subsequent Environmental Impact Report for the BART Phase II Extension Project

Dear Mr. Fitzwater,

Pacific Gas and Electric Company (PG&E) appreciates the opportunity to review the Santa Clara Valley Transportation Authority (VTA) Draft Supplemental Environmental Impact Statement/Draft Subsequent Environmental Impact Report (SEIS/SEIR) for the BART Phase II Extension Project. PG&E provides the enclosed comments regarding expected PG&E work, which are based on PG&E's experience and review of the recently issued Draft SEIS/SEIR.

In general, PG&E believes that the VTA's SEIS/SEIR would benefit from being supplemented with considerably more detail concerning the expected PG&E work as a result of implementation of the BART Phase II Extension Project. This project is expected to require new temporary and permanent transmission-level electric service, upgrades to existing electric transmission facilities, and the relocation and protection in place of existing PG&E electric and gas facilities. Licensing and permitting of transmission facilities can take a considerable amount of time; however, the California Public Utilities Commission's (CPUC) General Order 131-D provides an exemption from CPUC permit requirements for certain projects that have undergone environmental review by another agency as part of a larger project, such as the BART Phase II Extension Project. Even where this exemption is not available, the CPUC's permit process can be expedited where another agency has already certified a final CEQA document that includes environmental review of the facilities to be permitted by the CPUC. P80-1

As such, PG&E is concerned that, absent further analysis in the VTA's SEIS/SEIR of the PG&E work necessary to serve and allow construction of the VTA's project, the overall time needed to permit and construct the necessary PG&E facilities may be increased. These potential delays could result in a corresponding increase in the overall time and cost necessary to complete the VTA's project.

Expected Transmission-level Electric Service

In general, the VTA's document should address, with as much specificity as possible, what facilities PG&E will build or upgrade to serve the project's power needs, including, but not limited to, the following: P80-2

- Facility information (materials, locations, land requirements)
- Planned route
- Location and size of conductor pull sites
- Appearance of structures
- Construction (methods, equipment, access, impacted areas)
- Temporary environmental impacts (disturbance footprints)
- Permanent environmental impacts (disturbance footprint)

PG&E also provides the following more specific comments with regard to the expected transmission-level electric service:

- PG&E recommends the SEIS/SEIR provide a greater level of environmental review and analysis regarding the placement and construction of Tubular Steel Poles (TSP's) for the two (2) proposed alternatives for the high voltage (115kV) interconnection between VTA\BART Traction Power substations and PG&E's FMC substation. Specifically, information contained in the SEIS/SEIR regarding the permanent placement and construction of the TSP's between the VTA\BART Traction Power substations and the PG&E FMC substation lacks the appropriate level of environmental review (i.e. biological, hazardous waste, visual impacts, other). P80-3

- PG&E recommends the SEIS/SEIR provide a greater level of environmental review and analysis (i.e. biological, hazardous waste, visual impacts, other) for both the temporary and permanent electrical interconnections at the PG&E FMC substation. PG&E expects both the temporary and permanent electrical interconnections will require the review and approval of the CPUC, as detailed above. P80-4

- The Draft SEIS/SEIR includes required 115 kV temporary power connections to support tunnel boring machines (TBM) that will be interconnected with PG&E's system via direct connections (line taps). PG&E does not currently allow for such connections, and recommends the VTA consider connection to PG&E's 70kV system in addition to including the appropriate level of environmental review and analysis in the VTA's SEIS/SEIR. Notwithstanding these comments, a thorough review of interconnection options and a system impact study are required for any customer wishing to interconnect to PG&E's electric transmission system. P80-5

Utility Facility Relocation, Protection, and Other Matters

In general, the VTA's document should address, with as much specificity as possible, what facilities PG&E will necessarily relocate or protect in place to meet the project's needs, including, but not limited to, the following:

- Specific utility facilities to be relocated
- Specific utility facilities to be protected in place
- Facility information (materials, locations, land requirements)
- Planned relocation or protect in place route / approach
- Appearance of structures
- Construction (methods, equipment, access, impacted areas)
- Temporary environmental impacts (disturbance footprints)
- Permanent environmental impacts (disturbance footprints)

P80-6

PG&E also provides the following more specific comments with regard to the expected utility facility relocation, protection and other matters:

- The Draft SEIS/SEIR does not adequately address PG&E gas and electric facilities that may require relocation or protection to enable the project, nor is there mention of the criteria to make such a determination or methods that will be used to accomplish the work. As noted above, PG&E recommends that a greater level of analysis and review of utility facility relocation or protection needs and methods be completed and addressed in the SEIS/SEIR. P80-7

- The location of the Diridon Station is planned on a former PG&E coal and gasification plant site near the San Jose Sports Arena. A Covenant to restrict the use of the property was recorded on the site in 2003 by the Redevelopment Agency of the City of San Jose. In addition to a number of prohibited uses, the Covenant dictates that no soil or cap disturbance activities (e.g., excavation, grading, removal, trenching, filling, earth movement, mining) are allowed without a Soil Management Plan and a Health and Safety Plan approved by the California Department of Toxic Substances Control (DTSC). P80-8

- The planned tunnel alignment in the Draft SEIS/SEIR indicates the tunnel may cross under PG&E's FMC substation. As the soil cover may be insufficient to allow for utility facilities to be located above or in proximity to the tunnel, PG&E recommends further collaboration and the appropriate analysis be completed and addressed in the SEIS/SEIR. P80-9

PG&E appreciates the opportunity to provide comments on the VTA's Draft SEIS/SEIR for the BART Phase II Extension Project, and looks forward to working closely with both the VTA and BART on the successful completion of this project.

Sincerely,

Jonathan Seager

Jonathan Seager
Director, State Infrastructure Projects

Response to Comment Letter P80

Pacific Gas & Electric

P80-1 Volume I, Section 2.2.2.1, *Alignment and Station Features by City, Tunnel Alignment along Stockton Avenue,* describes the need for electrical facilities north of I-880 to support the BART Extension including connections to PG&E infrastructure based on the current level of early design. Sheet 15 in Appendix B, *Project Plans and Profiles*, shows the new connection to PG&E's existing FMC Substation at the intersection of Newhall Street and Stockton Avenue. As described, based on current level of early design, a 115 kilovolt (kV) line from the FMC Substation would serve the new high-voltage substation located at a systems facility site above the West Tunnel Portal and near PG&E's FMC Substation. There are two alternate routes for this 115 kV line connection. The first would begin at the high-voltage substation, run north to Newhall Street, then run east on upgraded poles along Newhall Street, then south on an existing line along Stockton Avenue. The second alternate route would also run north to Newhall Street and then run east on upgraded poles along Newhall Street, but a new line would be constructed to traverse the PG&E substation site. The 115 kV line would require approximately 80- to 115-foot-high galvanized tapered tubular steel poles or wood poles spaced approximately every 150 to 300 feet. On April 28, 2017, VTA and PG&E staff met to discuss PG&E's comments received on the Draft SEIS/SEIR and agreed to continue to meet and coordinate activities as the design progresses.

Several revisions have been made to the SEIS/SEIR:

Section 4.15, *Utilities*, has been revised to include discussion of existing PG&E and communication facilities. Section 4.15.2, *Environmental and Regulatory Setting* has been updated as follows:

Gas and Electricity

San Jose

Pacific Gas and Electric Company (PG&E) controls the gas and electric lines in San Jose.

Santa Clara

PG&E controls the gas lines in Santa Clara. Silicon Valley Power provides electrical service.

Communications

The communication facilities, including fiber optic and telephone lines, are owned by a variety of companies. Communication companies with facilities in San Jose and Santa Clara include Sprint, Verizon (formerly MCI/MFS), Level 3, XO Communications, City of San Jose, AT&T (formerly SBC), Qwest, and Comcast.

The discussion under Section 4.15.4.2, *BART Extension Alternative* has been revised as follows:

Gas and Electricity

As described in Volume I, Section 2.2.2.1, a high-voltage substation, TPSS, and TCCR would be located at a systems facility site above the West Tunnel Portal and near PG&E's FMC Substation in the City of San Jose. PG&E will be requested to provide power connection to serve the high-voltage substation. Section 4.7.4 evaluates energy consumption of BART vehicle propulsion and station operations.

Section 5.9, *Impacts from Construction of the BART Extension*, has been revised to clarify relocation of existing utilities.

PG&E owns and operates the gas facilities in Santa Clara.

Table 5-9 identifies the location, quantity, type of utility, owner/operator, size, and type of materials of the major utility lines ~~that are at least 36 inches in diameter~~ along the BART Extension alignment. Major utilities are those that measure at least 36 inches in diameter. The type of major utilities along the alignment include water, stormwater, and sanitary sewer lines. Numerous PG&E and communication facilities are also located at the PG&E substation near Newhall Street and Stockton Avenue and in other locations along the BART Extension alignment. These facilities are not identified in Table 5-9 because they are less than 36 inches in diameter.

Section 6.13, *Utilities and Service Systems*, has been revised to include reference to California Public Utilities Commission in Section 6.13.2, *Regulatory Setting*, under Section 6.13.2.1, *State*.

California Public Utilities Commission

The California Public Utilities Commission (CPUC) is charged by Article 12 of the California State Constitution with the authority to regulate privately owned utilities within the State of California. Utilities under CPUC jurisdiction that would cross the BART Extension include the distribution facilities of privately owned electric, gas, pipeline, sewer, telecommunications, and water companies. The CPUC also has oversight

> authority over safety aspects of rail transit passenger carriers, such as BART (Public Utility Code §99152). California law requires CPUC authorization prior to the construction of at-grade rail crossings at public streets, roads, and highways. In addition, CPUC authorization is required for the disposition of properties owned by public utilities and dedicated to the performance of the utilities' duties to the public (Public Utilities Code §851).

In addition Section 4.5, *Cultural Resources,* and Section 4.16, *Visual Quality and Aesthetics,* have been revised to include an updated analysis of the proposed 115 kV line connection between PG&E's FMC Substation and the project's new high-voltage substation, based current level of early design.

VTA recognizes that subsequent environmental studies may be necessary if the design changes from what is proposed in the SEIS/SEIR. VTA also recognizes that additional time may be necessary for permitting. VTA will work with CPUC on permitting for these facilities.

P80-2 Refer to response to comment P80-1.

P80-3 Refer to response to comment P80-1.

P80-4 Refer to response to comment P80-1.

P80-5 As currently proposed, during construction of the tunnels, a 115 kV temporary direct power connection to PG&E's system is required to support the tunnel boring machines. The comment states that PG&E does not currently allow for such connections. In response to this, VTA will provide a temporary power substation located near each of the tunnel portals (both east and west), which would be decommissioned and removed after completion of construction. At the East Tunnel Portal, the temporary power substation would be supplied from the High Voltage Substation SLP, which was built as part of Phase I. The temporary power substation facility would consist of a transformer of up to 25 kV. The temporary substation would be on the south side of Las Plumas Avenue where it terminates into North Marburg Way and within the existing High Voltage Substation SLP. No new poles would need to be constructed at the High Voltage Substation SLP to provide power to the TBM at the East Tunnel Portal. At the west tunnel portal, a temporary power substation would be located at the site of High Voltage Substation SNH. This temporary substation would be served from PG&E's FMC Substation by a 115 kV line, which would be constructed to also serve the permanent high voltage substation. There are two alternate routes for this 115 kV line connection described in greater detail in Volume I, Chapter 2, *Alternatives*. The first would begin at the high voltage substation, run north to Newhall Street, then run east on upgraded poles along Newhall Street, and south on an existing line along Stockton Avenue. A second alternate route would also

run north to Newhall Street and then run east on upgraded poles along Newhall Street, but a new line would be constructed to traverse the PG&E substation site.

P80-6 The potential impacts to existing PG&E facilities, including electric and gas lines, depends on the option selected (particularly the Twin-Bore or Single-Bore construction methodology options). As requested, several sections of the SEIS/SEIR (Section 4.15, *Utilities*; Section 5.9.1, *Utilities*, in Chapter 5, *NEPA Alternatives Analysis of Construction*; and Section 6.13, *Utilities and Service Systems*) have been revised to include additional information regarding the potential impacts on PG&E's existing utilities as appropriate. Potential impacts are discussed with as much specificity as possible based on the current level of early design. As stated in Section 5.9.1, utilities to be relocated would include storm drains, sanitary sewers, water mains, electricity and gas lines, and communication lines. Utilities within the subsurface construction area not in need of relocation would be uncovered and protected-in-place during the early stages of excavation. As described in Section 5.5.16, *Utilities*, relocation of utilities would be performed in advance of construction. VTA will engage in on-going coordination with PG&E and other utility provider's during the final project design and engineering and construction phases to identify and address potential conflicts and determine whether utilities would be protected-in-place or relocated. Specific relocation methodologies will be identified during final project design and engineering in consultation with PG&E to minimize disruptions to service. In addition, the following mitigation measures have been added or revised to minimize utility disruptions during project construction. These mitigation measures are now referenced in Section 5.5.16.1.

- Mitigation Measure GEO-CNST-C: Monitor Ground Surface during Tunneling Activities
- Mitigation Measure GEO-CNST-D: Monitor Settlement Effects around Cut-and-Cover Excavations
- Mitigation Measure GEO-CNST-E: Implement Preconstruction Condition Surveys for Utilities.
- Mitigation Measure NV-CNST-P: Implement a Construction Vibration Control and Monitoring Plan
- Mitigation Measure TRA-CNST-A: Develop and Implement a Construction Education and Outreach Plan
- Mitigation Measure TRA-CNST-B: Develop and Implement a Construction Transportation Management Plan
- Mitigation Measure TRA-CNST-C: Prepare and Implement an Emergency Services Coordination Plan

P80-7 See response to comment P80-1 and P80-6.

P80-8 It is VTA's understanding that the referenced contaminated soils are encapsulated under the elevated parking structure west of the Arena and north of Santa Clara Street. VTA conducted a soils investigation east of Diridon Station and south of Santa Clara Street (the initial footprint for the Diridon BART Station at that time) during the preparation of a Containment Management Plan[14] and did not encounter significant contamination that would be attributed to the contamination north of Santa Clara Street. VTA conducted an additional Phase II Extension Project Initial Site Assessment[15] as required by law. VTA will adhere to all applicable laws and regulations related to any hazardous waste contamination encountered during construction. VTA will implement a Contaminant Management Plan.

P80-9 The "crown" or tops of both the tunnels for the Single-Bore and Twin-Bore Options are at least 20 feet below ground level at PG&E's FMC Station just north of I-880. As the design progresses, VTA will collaborate with PG&E as requested to ensure that their facility is not adversely impacted. Also refer to response to comment P80-1.

[14] AECOM, Inc. 2008. *Contaminant Management Plan; Silicon Valley Rapid Transit Project, Project, Project-Wide.* July 31.

[15] BASELINE Environmental Consulting. 2017. *VTA's BART Silicon Valley—Phase II Extension Project Initial Site Assessment.* November.

Swan, Samantha

From:	Chris Shay <cshay@scu.edu>
Sent:	Monday, March 06, 2017 1:46 PM
To:	bartphase2eis-eir
Cc:	Hedayat, Leyla; Fitzwater, Tom; Linda Hylkema; Lindsey Kalkbrenner; Sonia Wymiatkiewicz
Subject:	Santa Clara University EIR Response to BART Phase 2
Attachments:	Letter BART Phase II EIR Response SCU March 6 17.pdf

Mr. Fitzwater,

Thank you for the opportunity to comment on the BART Phase II EIR. Santa Clara University is a vocal proponent of good planning principals. I am certain that the BART Phase II team and VTA are addressing these issues noted and are well on their way to a successful project. If you have any questions or concerns about our comments, please do not hesitate to let me know.

Best,

Chris Shay
Interim Vice President for Finance and Administration
(Assistant Vice President for University Operations)
Santa Clara University | University Operations
Direct | 408 551 1606
cshay@scu.edu

Santa Clara University

March 6, 2017

Mr. Tom Fitzwater
SVRT Environmental Planning Manager
VTA Environmental Programs & Resources Management, Building B-2
3331 North First Street, San Jose, CA 95134
Email: BARTPhase2EIS-EIR@vta.org

Dear Mr. Fitzwater,

VTA's BART Silicon Valley Phase II Extension Project Draft SEIS/SEIR

Thank you for including Santa Clara University in the environmental review process for the BART Phase II Extension. As you know, Santa Clara University is committed to becoming a climate neutral campus. We have been modifying our infrastructure, operations, and encouraging student and employee behaviors to decrease our energy consumption and use more sustainable (low-carbon or carbon-free) methods of transportation. No matter how much greenhouse gas emissions we reduce on campus, we will only be truly successful at reducing transportation-associated emissions when our region has an interconnected, distributed, and convenient public transportation network. This extension of BART is a large step forward for the campus, community and region.

P81-1

We strongly encourage planning for integration of future technology at the Santa Clara Station. This should include exploring options for the "last-mile" solution, to distribute our public transportation system even further. SCU is exploring the use of driverless shuttles to connect people from the Santa Clara Station to several places at Santa Clara University. We support planning for integration of last-mile solutions, emanating from the BART station, that would connect the Santa Clara Station, Santa Clara University, other local employers, and the future Downtown Santa Clara being developed west of campus.

Santa Clara University is also an historic campus that takes great pride in preserving and disseminating the history of Mission Santa Clara and the regional history that made the City of Santa Clara what it is today.

P81-2

Although Santa Clara University fully supports the BART extension to Santa Clara Station, we have a few concerns about issues addressed in the document referenced above. Our concerns include irreversible impacts to archaeological resources, plus noise and vibration to our Campbell Avenue facilities and housing units.

Santa Clara University

Cultural Resources Management (Archaeology)

The document entitled *VTA's BART Silicon Valley—Phase II Extension Project Volume I: Finding of Effect for Archaeological Resources, December 2016,* provided a comprehensive review of archaeological resources affected by the APE. The project Archaeological APE was identified in accordance with National Historic Preservation Act (NHPA) Section 106 (36 Code of Federal Regulations [CFR] part 800.4(a)(1)) and encompasses all areas where project construction and staging would occur. A sister document, entitled *VTA's BART Silicon Valley—Phase II Extension Project Archaeological Resources Technical Report,* notes:

> 2.2.1 Prior Studies In or Adjacent to the Archaeological APE
> Over 140 cultural resource studies have been conducted in or adjacent to the archaeological APE. Six of the studies conducted focus on the nearby Santa Clara University campus, including Mission Santa Clara de Asis. These reports include data recovery, a geophysical survey, and results of ground-penetrating radar studies.

Another companion document, entitled *VTA's BART Silicon Valley—Phase II Extension Project Finding of Effect Volume II: Historic Properties,* provides detailed analysis of affected historical properties. Pages 79-80 describe the "Mission Santa Clara Sensitivity Zone", which states, in part: P81-3

> Historical records indicate that mission-associated activities extended across a wide area around the central buildings. For Mission Santa Clara, this includes a broad expanse of the APE within the City of Santa Clara (Spearman 1963 in Hylkema 1995), and specifically within the footprint of the Santa Clara Station.

The VTA has already complied with the recommendation that a Programmatic Agreement and a supporting Cultural Resources Treatment Plan be developed. The purpose of the Treatment Plan is "to define which National Register criteria are applicable, what procedures will be used to implement the Section 106 process in the field, and what standards of evaluation are appropriate given the locations and kinds of cultural properties predicted".

The standards of evaluation for Spanish Colonial (mission) resources within VTA's Treatment Plan have been formulated primarily from previous archaeological excavations undertaken as a result of university-funded projects. The bulk of the mission sites are within SCU-owned properties, however potential mission resources that may extend into the APE are critically important for scholars and stakeholders. As both a community of scholars and as a stakeholder, SCU has a vested interest in, and a fiduciary responsibility to, any archaeological resources and

data associated with Mission Santa Clara. SCU recommends that the criteria described within the Treatment Plan be followed, and requests a copy of any final project reports that pertain to mission findings in compliance of the Cultural Resources Treatment Plan. SCU *may*, at its discretion, offer curatorial services for mission artifact collections recovered from this project. P81-3, cont.

The aforementioned document also includes a detailed description of the Santa Clara Depot and Control Tower (pages 4-34 through 4-38). CSU is also concerned for this significant historical resource and recommends that it also be mitigated per the standards developed for the Project Treatment Plan.

Noise and Vibration Effects to Cultural Resources

VTA's BART Silicon Valley—Phase II Extension Project Finding of Effect Volume II: Historic Properties also analyzes effects to cultural resources:

> The analysis for effects to historic properties is based on VTA's BART Silicon Valley— Phase II Extension Project, Noise and Vibration Technical Report (September 2016) with additional guidance provided by FTA's Transit Noise and Vibration Impact Assessment (May 2006), herein referred to as FTA Guidance Manual.
>
> The Noise and Vibration Technical Report concludes that impacts caused by vibration from construction of the Project may exceed...potential to cause physical damage or alteration to historic properties. However, to ensure that no inadvertent adverse damage from construction vibration will affect historic properties, the contractor will be required to maintain vibration levels to less than 0.12 in/sec PPV as measured at historic properties to avoid adverse impacts. Therefore, a comprehensive and detailed Vibration Monitoring Plan will be developed prior to construction to monitor vibration levels near historic structures during Construction. SCU agrees with this assessment as it pertains to the Historic Santa Clara Train Depot. P81-4

The document further states that damages from the Project's construction to historic properties shall be repaired according to the Secretary of the Interior's *Standards for the Treatment of Historic Properties* (SOI Standards). This includes not just direct results from Project construction activities, but also from the settling effects of various underground components (utility lines, bores, tunnels, etc.). SCU also agrees with this treatment as it pertains to the Historic Santa Clara Train Depot.

Santa Clara University

Noise and Vibration Effects to Current Residential and Business Structures

We are concerned about noise and vibrations from trains approaching and departing the Santa Clara Station and Maintenance Facility as noted in Figure 4.11-7. We recognize that Table 4.12-7 identifies "No Impact" to first-story receptors at 1270 Campbell Ave due to a 10-foot Sound Wall. Table 4.12-8 also identifies "No Impact" to second-story residences at 1270 Campbell Ave, but reports the Increase Level to be 1.2 dBA, which is equal to the "Moderate Impact Increase Threshold". Though "the mitigation policy adopted for the BART Extension is to mitigate Moderate Impacts only when the increase in noise levels is greater than 5 dBA" (4.12-25), we request mitigation to reduce impacts on second-story and higher residences along Campbell Ave. that won't be buffered by the proposed 10-foot Sound Wall. If appropriate transit oriented design (TOD) design standards are adopted for the train station area, it will be anticipated that buildings in this zone will be taller than surrounding areas, ensuring that sound issues rise well above the first level anticipated to be tested. First level noise mitigation will be assisted by existing walls while taller buildings will be exposed unless mitigation standards are extended to higher levels. P81-5

We are also concerned about noise and vibrations due to the Newhall Maintenance Facility (4.12-35). This Facility was only mentioned briefly on page 4.12-35, stating there would be "no effect on noise from train activity within the yard or from facility activity". Can you please share more information about the 2006 preliminary engineering design study for that Facility? We request sound-absorbing walls be installed immediately adjacent, along the southwest side of the Newhall Maintenance Facility and along the train tracks to the Santa Clara Station. P81-6

We also have a question about the EIR itself: What is the Existing Ambient Noise Level at "site V" in Figure 4.12-5? It's not included in Table 4.12-1.

Summary of Concerns Outlined in This Letter

Our concerns include irreversible impacts to archaeological resources, plus noise and vibration to our Campbell Avenue facilities and housing units.

- We recommend the criteria described within Cultural Resources Treatment Plan be followed;
- We request copies of all final archaeological mitigation reports, particularly those that pertain to Mission Santa Clara or the Santa Clara Historic Train Depot; P81-7
- Santa Clara University *may*, at its discretion, offer curatorial services for mission artifact collections recovered from this project.
- We concur with mitigation methods and stipulations for Cultural Resources as outlined in the *The Noise and Vibration Technical Report.*
- We request mitigation to reduce impacts on second-story and higher residences along Campbell Ave. that won't be buffered by the proposed 10-foot Sound Wall. P81-8

Santa Clara University

Summary of Concerns Outlined in This Letter (Continued)

- We request sound-absorbing walls be installed along the southwest side of the Newhall Maintenance Facility and along the train tracks to the Santa Clara Station. P81-9
- We strongly encourage planning for integration of future technology at the Santa Clara Station to support last-mile solutions that would connect the Santa Clara Station, Santa Clara University, other local employers, and the future Downtown Santa Clara being developed west of campus. P81-10

Thank you for the opportunity to comment on VTA's BART Silicon Valley Phase II Extension Project Draft SEIS/SEIR. We fully support this extension of BART and are eager for our students, faculty, staff, alumni, and visitors to benefit from convenient, reliable, affordable, and sustainable transportation option.

Sincerely,

Chris Shay
Interim Vice President for Finance and Administration
(Assistant Vice President for University Operations)
Santa Clara University | University Operations
Direct | 408 551 1606
cshay@scu.edu

cc: Leyla Hedayat – VTA BART Phase II
Lindsey Kalkbrenner – SCU Sustainability
Linda Hylkema – SCU Operations Archeology

Response to Comment Letter P81

Santa Clara University

P81-1 The comment in support of the project is noted. VTA is continuing to look at ways to increase transit ridership including last-mile solutions.

P81-2 The specific comments of concern are addressed below in responses to comments P81-3 through P81-6.

P81-3 VTA and FTA have prepared the Archaeological Resources Treatment Plan under consultation with the State Historic Preservation Officer and will implement the plan prior to and during construction VTA staff has been coordinating, and will continue to coordinate, with Linda Hylkema at Santa Clara University to keep her informed of project activities near Santa Clara University. Copies of final project reports that pertain to mission findings will be sent to Santa Clara University.

P81-4 Section 4.5, *Cultural Resources* identifies the Santa Clara Station as a historic property listed in or previously determined eligible for the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR) (Table 4.5-1, *Properties Listed in or Previously Determined Eligible for the National Register of Historic Places and California Register of Historical Resources*). As described in Section 5.5.6, *Cultural Resources*, in Chapter 5, *NEPA Alternatives Analysis of Construction*, construction of the Newhall Maintenance Facility and Santa Clara Station would not result in the partial removal of, physical deconstruction, or damage to the resource, and there would be no direct adverse effects.

Indirect impacts on historic resource may be caused by the introduction of new noise and vibration from construction of the BART Extension Alternative. The *Noise and Vibration Technical Report* concludes that impacts cause by vibration from construction of the BART Extension may exceed the FTA threshold of 0.12 inch/second peak particle velocity (PPV) with the potential to cause physical damage or alteration on historic properties in some locations. Section 5.5.13.2, *Vibration Impact*, in Chapter 5, *NEPA Alternatives Analysis of Construction*, provides a list of historic resources in proximity to the Twin-Bore Option construction methodology that could be exposed to excessive vibration and would require mitigation to reduce impacts. The Santa Clara Station historic depot would not experience excessive construction vibration impacts that would require the implementation of mitigation. Thus, adverse effects on the Santa Clara Station historic depot during construction due to vibration are not anticipated.

P81-5 Second-story noise impacts were evaluated at 1270 Campbell Avenue, San Jose, which is known as University Villas (i.e., dorms). Refer to Table 4.12-8, *Second-*

Story, Wayside Noise Impacts from Train Operations, in Section 4.12, *Noise and Vibration.* They were evaluated with no shielding provided by the existing 10-foot-high noise wall, which is typically only effective for ground level receptors.

See the attachment following this response for a detailed description of noise impacts at the Newhall Maintenance Facility. In the Wilson Ihrig 2017 study,[16] the 2nd story noise impact on University Villas was determined to be *No Impact* with an increase of 1.2 A-weighted decibels (dBA). Combined with Newhall Maintenance Facility noise sources, the impact on University Villas increases to a Moderate Impact with an increase of 1.5 dBA over the existing ambient noise levels. As stated in Section 4.12.2.1, *Noise and Vibration Terminology*, "On a relative basis, a 3 dB change in sound level generally represents a barely noticeable change outside the laboratory, whereas a 10 dB change in sound level would typically be perceived a s doubling (or halving) in the loudness of a sound." The increase of 1.5 dBA does not reach the 5 dBA increase adopted by VTA for the BART Phase II project necessary to warrant noise mitigation for 2nd story and higher windows. As was concluded in the SEIS/SEIR, there are some moderate impacts, but the increases are barely noticeable and do not exceed 5 dBA; consequently, mitigation is not recommended.

P81-6 See the attachment following this response for a detailed description of noise impacts at the Newhall Maintenance Facility. Noise and vibration impacts were analyzed for the six of the closest sensitive receptors to project elements: at Candlewood Suites, University Villas, the residence at Stockton Avenue, the residence at Dahlia Loop, the residence at Del Atura, and the residence at Newhall and Elm Streets. Using noise analysis methodology provided in the *FTA Guidance Manual*, yard and shop noise levels for each source were calculated for the six receivers. The contribution from each individual source at a receiver were summed logarithmically (i.e., energy sum) to determine the total noise level produced by all yard and shop sources at each receiver and combined with revenue service noise levels on the mainline tracks. When comparing the combined future noise with the project noise to the FTA impact threshold, there would be moderate impacts at Candlewood Suites, University Villas, residence at Dahlia Loop, and residence at Del Atura, but the increase would not exceed 5 dBA, the criteria established by VTA for this project. Therefore, no mitigation would be required. For residence at Stockton Avenue and residence at Newhall and Elm Streets, no impacts would occur. See response to comment P81-5 for a discussion on noise impacts at University Villas.

P81-7 See responses to comments P81-2 through P81-4.

P81-8 See response to Comment P81-5 and P81-6.

[16] Wilson, Ihrig & Associates. 2017. *VTA's BART Silicon Valley—Phase II Extension Project Noise and Vibration Technical Report*. November.

P81-9 The noise impact analysis concludes that the noise-generating activity from the Newhall Maintenance Facility would not create a noise impact rising to the level that would require mitigation. See responses to comments P81-5 and P81-6.

P81-10 VTA is continuing to look at ways to increase transit ridership including last-mile solutions as encouraged in the comment.

WILSON IHRIG
ACOUSTICS, NOISE & VIBRATION

CALIFORNIA
WASHINGTON
NEW YORK

WI #13-137

MEMORANDUM

June 15, 2017

To: Shilpa Trisal (ICF)

From: Richard Carman, Patrick Faner, Tom Ostrander

Subject: Noise Impact Analysis for SVSX Newhall Maintenance Facility

This memo documents the results of a subsequent environmental noise impact analysis conducted for the SVSX Newhall Maintenance Facility (Yard and Shop) by Wilson Ihrig. A previous analysis[1] was conducted for the project in 2006. Since then there have been a few changes to the layout of the BART Newhall facility. The current analysis incorporates these changes and follows the methodology used in the 2006 analysis by ATS Consulting. The purpose of the current analysis is to confirm or revise the findings of the 2006 analysis.

The currently proposed Yard and Shop configuration was obtained from the conceptual yard layout drawing[2] prepared by STV Incorporated. Noise emission data for the proposed BART shops and other activities were obtained from the ATS 2006 study and supplemented by data for the proposed turntable and for the wheel truing machine from measurements performed previously by Wilson Ihrig.

- Turntable noise measurement performed at the BART Concord Yard
- Wheel truing machine measurement performed at the BART Daly City Yard

Noise emission data for the traction power substation were obtained from the FTA Guidance Manual[3].

[1] *Silicon Valley Rapid Transit Project, Noise and Vibration Study – Yard and Shops Segment*, report prepared by ATS Consulting submitted to STV Incorporated for VTA, P0504-D400-STY-DE-006, Rev. 0, March 31, 2006.
[2] Silicon Valley Rapid Transit Project, P0504 Yard and Shops Segment, Conceptual Yard Layout, STV Incorporated, September 12, 2011.
[3] *Transit Noise and Vibration Impact Assessment*, FTA-VA-90-1003-06, Federal Transit Administration, May 2006.

Yard and Shop operational details were obtained from the 2006 ATS report and supplemented by data provided by BART[4] on the daily usage and duration of operation of: the turntable and the carwash facility, and daily usage of the wheel truing machine.

Figure 1 shows the location of noise receivers analyzed in the current study. For the locations of noise sources refer to the Conceptual Yard Layout drawing.

Figure 1 Newhall Noise Study Receivers

Table 1 provides a list of the existing ambient noise levels obtained by long-term (24 hours or greater) measurements at each receiver. The existing noise levels presented in Table 1 are for receivers not shielded by an existing noise wall, which are those receivers with second stories and higher on the west side of the BART alignment (R1, R2, R4 and R5) and receivers with no intervening noise wall (R3 and R6). Receivers (ground floor level) shielded by an existing noise wall will be impacted to a lesser degree.

[4] Email from Davide Puglisi, April 3, 2017.

Table 1 Existing Ambient Levels at Noise Sensitive Receiver

Receptors	Ground Level Ldn (dBA)	Second Story Ldn (dBA)	Existing Noise Wall Height (ft)
R1 - Candlewood Suites	65	65	None
R2 - University Villas	64	67	10
R3 – 1098 Stockton Ave.	67	67	None
R4 - Dahlia Loop	64	67	12
R5 - Del Altura	64	67	10
R6 - Newhall at Elm	62	62	None

Source: Wilson Ihrig, November 2016

Using noise analysis methodology provided in the FTA Guidance Manual, Yard and Shop noise levels for each source were calculated for the six receivers. The contribution from each individual source at a receiver were summed logarithmically (i.e., energy sum) to determine the total noise level produced by all the Yard and Shop sources at each receiver. Table 2 lists the combined noise levels at each of the six receivers.

Table 2 Yard & Shop Noise Levels at 2nd Story Noise Sensitive Receivers

Yard & Shop Noise Sources	Ldn at Receiver					
	R1	R2	R3	R4	R5	R6
Cleaning / Blow-Down Facility	27	22	9	17	13	10
Car Wash	34	44	26	37	31	27
Maintenance Shop	39	51	37	50	43	38
Turntable	28	19	9	16	12	10
Wheel Truer	33	40	25	35	29	26
Yard TPSS	45	48	34	42	38	35
Hi-Rail Vehicles	49	48	46	48	47	47
Yard / Storage Track Train Movements	53	52	50	52	51	51
Total Yard & Shops Noise	**55**	**56**	**52**	**55**	**53**	**53**
Existing Ldn	65	67	67	67	67	62
FTA Impact Threshold (NI)	61	62	62	62	62	59
Impact Level	**NI**	**NI**	**NI**	**NI**	**NI**	**NI**

NI = No Impact

The conclusion from the noise analysis is that none of the receivers in the neighborhood to the west and east of the proposed BART alignment will be impacted by noise from the Newhall Yard and Shops facility when considered separate from the revenue track noise impacts.

Potential BART train noise impacts to the Newhall neighborhood due to revenue service on the mainline tracks were evaluated for the area north of I-880 in the Wilson Ihrig 2016 study. Noise levels from this study have been combined with Yard and Shops noise levels to determine the SVSX project operational noise impact. Table 3 summarizes the results of this analysis.

Table 3 Combined BART Revenue Train and Yard and Shop Noise Impacts to 2nd Story Receivers

Source	Ldn at Receiver					
	R1	R2	R3	R4	R5	R6
Existing Ambient Noise	65	67	67	67	67	62
Yard and Shop Noise	55	56	52	55	53	53
Revenue Tracks Noise	62.7	62	50.7	63.8	62.4	48.7
Combined Project Noise	63.8	63.0	54.4	64.3	62.9	50.3
Combined Future w/ Project	67.3	68.5	67.2	68.9	68.4	62.3
FTA Impact Threshold (MI)	60.8	62.2	62.2	62.2	62.2	58.9
FTA Impact Threshold (SI)	66.2	67.5	67.5	67.5	67.5	64.5
Impact Level	MI	MI	NI	MI	MI	NI

NI = No Impact, MI = Moderate Impact, and SI = Severe Impact

Except at R3 and R6 the Yard and Shop noise is minor compared to the contribution from BART trains operating on the revenue tracks. When comparing the combined future noise with the project noise to the FTA impact threshold, R1, R2, R4 and R5 receivers would be exposed to a moderate impact.

In the Wilson Ihrig 2016 study for the DEIR/DEIS, the 2nd story noise impact to R2 (University Villas) was determined to be No Impact with an increase of 1.2 dBA. Combined with Yard and Shop noise, we see that with the Newhall Yard and Shop changes the impact to R2 to a Moderate Impact with an increase of 1.5 dBA over the existing ambient. This increase does not reach the 5 dBA increase adopted by VTA for the SVSX project necessary to warrant possible noise mitigation for 2nd story and higher windows. R1, R4 and R5 would have a Moderate Impact as well with the highest increase at R1 (Candlewood) of 2.3 dBA. Impacts to R3 and R6 are projected to be No Impact. As was concluded in the 2016 analysis, there are some moderate impacts, but the increase does not exceed 5 dBA and consequently mitigation is not recommended.

References

1. *Silicon Valley Rapid Transit Project, Noise and Vibration Study – Yard and Shops Segment*, report prepared by ATS Consulting submitted to STV Incorporated for VTA, P0504-D400-STY-DE-006, Rev. 0, March 31, 2006.
2. Silicon Valley Rapid Transit Project, P0504 Yard and Shops Segment, Conceptual Yard Layout, STV Incorporated, September 12, 2011.

3. *Transit Nosed and Vibration Impact Assessment*, FTA-VA-90-1003-06, Federal Transit Administration, May 2006.
4. Email from Davide Puglisi (BART), April 3, 2017.
5. VTA's BART Silicon Valley – Phase II Extension Project, *Noise and Vibration Technical Report*, report prepared by Wilson Ihrig, November 2016.

SJSU SAN JOSÉ STATE UNIVERSITY

Vice President/CFO
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March 6, 2017

Tom Fitzwater
SVRT Environmental Planning Manager
VTA Environmental Programs & Resources Management
Building B-2
3331 North First Street, San Jose, CA 95134

(Via E-mail: BARTPhase2EIS-EIR@vta.org

RE: San Jose State University Comments on the Draft Supplemental Environmental Impact Statement & Subsequent Environmental Impact Report for VTA's BART Silicon Valley Phase II Extension Project

Dear Mr. Fitzwater,

On behalf of San Jose State University, I am providing public comments included herein regarding the Silicon Valley BART Phase II Extension Project Draft Supplemental EIS and Subsequent EIR. The University appreciates the opportunity to review and comment on the dual environmental assessment for this incredibly important project that will redefine the future of Silicon Valley, particularly for San Jose, its downtown and the SJSU community.

SJSU's interest in this project is informed by many considerations – some obvious, others perhaps less so. Its main campus is approximately ½ square mile in size and just one block south of the proposed tunnel alignment under Santa Clara Street with a direct connection to the proposed East Option station location. The University has a weekday population of more than 40,000 students, faculty and staff members and visitors. Taking into account the university's large and growing downtown footprint, and the fact that it is the area's largest employer, no other public or private institution will plausibly have greater influence on ridership patterns when BART service reaches downtown San Jose.

P82-1

We acknowledge that the environmental assessment appropriately identifies SJSU as one of many noteworthy activity areas the downtown BART station will serve. It is unclear, however, that the assessment reflects the university's extraordinary present and future impact. For example, with approximately 6,000 employees, SJSU is and will remain one of downtown San Jose's largest (if not the largest) single employers for the foreseeable future.

It is also important to note that SJSU strategically and energetically encourages members of its community to embrace and utilize sustainable, non-vehicular transportation options. A SJSU study completed last year based on an annual a survey of students indicated that nearly four in ten regularly relied on VTA or other regional transit services to travel to and from the campus.

For these and other reasons, the choice that will be made in the coming months about the location, design and development of the downtown San Jose station are, quite

literally, "100 year decisions." We appreciate the complexity of this challenge and VTA's openness to our input.

P82-1, cont.

In order to more comprehensively examine the BART extension project as it enters the final stages of pre-construction project approval, we have identified what we believe are key criteria to facilitate the University's review, comments and recommendations. We believe the BART extension into and through downtown San Jose, particularly the selection of the station location, should:

- Maximize ridership by placing the station where need and opportunity is greatest.
- Serve the best interests of all greater downtown stakeholders, including SJSU.
- Ensure direct connectivity between the station and the SJSU campus.
- Account for construction feasibility constraints and minimize community impacts.

P82-2

This letter, including Attachments A & B, constitutes the University's specific comments on the BART Phase II EIR/EIS.

While this dual environmental assessment is indeed an extensive analysis with thousands of pages of material, we are concerned that it lacks a fundamental element which, if addressed, would enhance the public's understanding of the project's potential impacts and its final design. The project "options" -- dual vs. single bore, East vs. West downtown station location, North vs. South Diridon station alignment -- are all incorporated into the project description as project variables to be selected later. Either option is deemed an acceptable project element when, in fact, each could have been studied as distinct alternatives and subjected to independent analysis and comparison. Absent this depth, it is difficult to understand what the specific project is or the particular physical, community, economic and environmental impacts of each option, let alone reach reasonable conclusions about which option is best and would result in a more environmentally superior project.

P82-3

The ultimate selection of the downtown station location (East vs. West Option) is a good example of this problem. We have separately prepared comments on the downtown station location choice, which we include in Attachment B. You will note that we believe the East option is the environmentally superior option and best meets all the criteria on which we based our assessment.

Should you have any questions about these comments, please do not hesitate to contact me directly.

Sincerely,

Charlie Faas
Vice President/CFO
Administration & Finance Division
San José State University

ATTACHMENT "A"

BART Silicon Valley Phase II Extension Project

Draft Supplemental Environmental Impact Statement &
Subsequent Environmental Impact Report

San Jose State University Comments

Preferred Downtown Station Location - East Option

See Attachment B for commentary on why San Jose State University supports the East Option for the downtown station location. P82-4

Preferred Tunneling Method – Single Bore Option

Based on the information available in the EIR/EIS, we believe the single bore option should be selected as the preferred tunneling method. The construction-related impacts arising from the dual bore tunneling method and the associated station box cut and cover construction approach appear insurmountable and many businesses will likely find it difficult to remain viable through the project's completion. Many of these same physical impacts will negatively affect the university campus. Furthermore, the additional truck traffic required to off haul the excavation spoils from the dual bore option for the downtown station box will create significant traffic impacts in the downtown core and for the University campus. P82-5

West Option Station Location Description & Street Improvements

We note that the East Option includes as part of the project description a commitment to make streetscape improvements to create a connection between the station location and San Jose State University. However, the West Option description does not include any such element. The need for this connection with streetscape improvements is even greater from the West station location proposed so should be extended to this option as well in the project description. P82-6

Trucks & Traffic Safety Issues

With the closure of Santa Clara Street for station construction, we are concerned that there may be a need to rely on San Fernando Street as an alternative route for trucks and automobiles. We note that one of the primary truck traffic routes is along 10th and 11th Streets. While the Draft EIR/EIS does not directly address truck staging and should, our presumption is these same streets would be utilized. However, they are directly adjacent to our campus and utilized by thousands of students each day that must cross these major traffic routes on foot to get to the campus. We are concerned about the basic safety challenge created by placing such a large number of trucks as well as redirected automobile traffic currently served by Santa Clara Street in a highly used pedestrian area. P82-7

We also question the air quality impacts associated with idling trucks as well as the airborne dust and contaminates coming from excavation spoils the trucks will carry being so close to such a large activity center as the university campus. SJSU would like the project to include a detailed construction management program to address these issues before the VTA Board makes any final decisions. If this cannot be provided prior to project approval, performance standards should at least be adopted as part of the project to ensure the construction challenges identified are properly addressed by any future contractor. As an example, it would be prudent to start the Downtown Station as soon as SJSU classes P82-8

end for the summer which is likely also when downtown business traffic is likely lightest and dry to accomplish as much of the heavy construction work for the station over the summer months. P82-8, cont.

Potential Impacts on University Parking Supply

With the increase in ridership to the BART system created by the Phase II extension, there will be a demand for daytime parking at all new BART stations, including the downtown location, from new riders. However, VTA is not proposing to provide any new parking supply to serve this likely demand. The University's two primary parking garages are located within walking distance of both station options. Given these parking assets are open to the public, within walking distance of the stations and offer one of the cheapest parking alternative downtown, we are concerned that the BART station options as currently designed could severely impact the parking supply for our students, faculty and staff. In addition, it is not clear where construction workers will park, and they may also make use of these parking opportunities to the detriment of our students for years during the construction process. The project should account for these potential parking impacts and propose adequate mitigation. P82-9 P82-10

Transit Oriented Development Exhibits Inaccurate

The environmental document includes a number of exhibits which depict ¼ mile and ½ mile radius circles for TOD walking distances and development opportunities. They do not appear to use the middle of the intended BART box location as the center point for purposes of measurement which makes it difficult to understand realistic coverage areas and how station location options relate to the similar Diridon Station location radius circles. P82-11

ATTACHMENT "B"

BART Silicon Valley Phase II Extension Project &
VTA's Downtown Station Location Choice

San Jose State University Supports East Option

Summary

The BART Silicon Valley Phase II Extension Project will materially influence the future of Silicon Valley, particularly for San Jose, its downtown, and the San Jose State University community. SJSU believes the interests of greater downtown San Jose, including the University, would be best served by placing the downtown San Jose station between 3rd Street and 6th Street (East Option) along Santa Clara Street.

Over many generations, experience affirms that it is best to maximize BART ridership where need and opportunity are the greatest. A preponderance of the greater downtown San Jose area will be better served by the East Station Option. Sites near this station can be developed at greater density without airport height restrictions, maximizing employment opportunities and ridership. With approximately 6,000 employees, SJSU is one of downtown San Jose's largest (if not the largest) employers, and will be for the foreseeable future. With a daily concentration of 40,000 daytime visitors, many of whom are already committed to mass transit use, SJSU will perennially be the downtown's greatest single generator of BART ridership in this corridor; that alone suggests that the station should be located as close as possible to the campus.

In the short term, the East Option is also a more feasible option for construction, and will have far less community impact on the downtown core. The West Option would require that downtown San Jose VTA light rail service be severed and reconstructed—a process that would take many years and irreparably damage the service while negatively impacting current users. Constructing the station at this site, closer to the center of the current downtown core, is far more challenging due to existing development, as well as likely impacts to businesses and current traffic flow. The East Station Option obviates all of these impacts to a lesser degree.

P82-12

Why is the downtown station location important to the University?

SJSU is a "city within a city" and a major hub of daily activity in the greater downtown area. With 35,000 enrolled students, more than 6,000 faculty and staff members, more than 4,000 campus residents, activities that attract countless visitors each year to the campus, and an increasingly visible footprint throughout downtown, SJSU will both benefit from and be significantly impacted by this project. The University is downtown San Jose's largest single employer. We consider the proper planning, design, construction and operation of the BART extension -- particularly the selection of the downtown station location -- to be one of the most significant opportunities and challenges for downtown San Jose and our institution since its founding.

P82-13

How has the university analyzed the downtown station location choice?

In order to more comprehensively examine the proposed BART extension as it enters into the final stages of pre-construction approval, we have identified key criteria to facilitate the University's review of the project and downtown station location choice. The University believes the BART extension into and through downtown San Jose, and the selection of the station location, must:

P82-14

- Maximize ridership by placing the station where need and opportunity are the greatest.
- Serve the best interests of all greater downtown San Jose stakeholders, including SJSU.
- Ensure direct connectivity between the station and the SJSU campus.
- Account for construction feasibility constraints and minimize community impacts.

P82-14, cont.

#1 Maximize ridership by placing the station where need and opportunity is greatest.

Founded in 1857, San Jose State University is the oldest public institution of higher education on the West Coast. The main campus, located in downtown San Jose, occupies an approximately 1/2 square mile urban footprint, boundaried by San Fernando Street (North), San Salvador Street (South), 10th Street (East) and 4th Street (West). Its northern boundary is located just one block south of the planned BART tunnel alignment under Santa Clara Street, nearest to the proposed downtown East Station Option. The larger campus environs and sphere of influence encompass a much wider geographic area.

In choosing between the East and West Station options, decision makers must recognize that the University is an institutional anchor, unrivaled in size and activity density in downtown San Jose and among the busiest areas that will be served by the expanded BART system. SJSU has a weekday population of 35,000 students, 6,000 faculty and staff members, more than 4,000 residential beds, and thousands more who live within walking distance of the campus. SJSU is also a year-round destination for academic, cultural and athletic events staged in multiple venues on campus and downtown. (The university operates the Hammer Theatre Center under an agreement with the City of San Jose.) It is often overlooked, but SJSU is actually one of downtown's biggest (if not the biggest) employers, and will remain so for the foreseeable future.

Most important, SJSU will continue to be the single largest source of ridership on BART and other transit systems operating in the greater downtown San Jose area for generations. We understand downtown San Jose currently has fewer than 40,000 daytime workers, with a stated goal of increasing the daily workforce to approximately 90,000 by the year 2040. By comparison, San Jose State's current daytime population is roughly equivalent to the rest of downtown San Jose combined, and would still be approximately half the size of the city's downtown employee base whenever it reaches its planned build out.

P82-15

BART and VTA seek to increase ridership and create a truly integrated transit system, primarily by placing infrastructure and services in locations where there is the greatest need and opportunity. The BART downtown East Station option best fulfills this goal, ensuring that the largest, densest activity area in downtown will be more directly and easily served by BART while continuing to provide opportunities for increased ridership throughout the traditional downtown core.

San Jose State University students already embrace mass transit opportunities and are a model for the rest of the Bay Area when it comes to alternative transit use and mode shift behavior. A SJSU study completed last year revealed that approximately 64% of students regularly travel to and from campus in some manner other than a single occupant vehicle. Of those relying on non-vehicular alternatives, 36% use VTA or regional transit, and 20% bike, walk, skateboard or scooter. Over the last 15 years, the percentage of students reliant on single occupant automobile trips has dropped from approximately 60% to 36%.

With transit users already comprising more than 12,000 students, faculty and staff; more than 5,000 students already commuting to San Jose from the East Bay; and many students of limited economic means traveling an average of more than 13 miles to reach the campus, there is a compelling argument

that placing the downtown San Jose BART station as close as possible to the campus will fuel and maximize ridership for the system.

P82-15, cont.

#2 Serve the best interests of all greater downtown San Jose stakeholders, including SJSU.

The City's present conception of downtown San Jose largely (and somewhat oddly) excludes the San Jose State University campus and much of the rest of the larger frame that more accurately reflects what downtown will look like in the decades ahead. We believe it is critical to take a "one hundred year view" in deciding where to locate the downtown station, while focusing less on the perceived immediate benefits of serving today's relatively limited downtown employment district.

There is a strategic advantage to selecting the East Station Option, which will be closer to the edge of the downtown frame and thus can serve a wider area, especially in conjunction with the BART Diridon Station location. The latter station, which will also serve downtown, is strategically located nearly adjacent to the Diridon Transit Center and SAP Center, two of the largest activity areas on the West side of the city center, and proximate to a future employment center as well as traditional residential neighborhoods.

P82-16

The East Station option best meets these objectives, given its proximity to San Jose State University, City Hall, and central employment center in the core, plus traditional neighborhoods and employment opportunities to the East. With the East Option and the Diridon Station locations approximately one mile apart, they will serve much more of the greater downtown frame area within a ½ mile radius circle of each station. The West Option, which has considerable cross over with the Diridon Station's ½ mile radius circle, serves only a smaller section of SJSU's campus environs.

Given that the East side of the greater downtown area offers unrecognized employment development potential, the East Option will support a much wider, high-density development footprint over future decades. The downtown core's traditional employment district has received significant attention for future job creation potential that is critical to the success of BART, and some presume the West Option station location will better serve this goal. However, the East Option does not disadvantage existing downtown businesses or potential development sites in the immediate environs identified by the City--all of which would remain within ½ mile of one of the two BART stations serving downtown.

P82-17

The East Station Option also creates new development opportunities within ½ mile of a station with considerably higher-density development potential. As has been widely noted in city development studies, height restrictions in the downtown area, arising from San Jose International Airport operational safety constraints, severely limit building heights in much of downtown--particularly on the West side. As development moves East, however, construction will not be subject to these height restrictions, improving building floor area ratios for each new development--the single greatest factor in determining potential employment capacity for any site, including downtown.

P82-18

In looking at recent downtown development proposals, the true impact of this development potential is readily apparent. The SJSC Towers on a 1.4 acre site adjacent to East Option location will soon obtain approvals for two 28-story residential buildings at 286 feet-- significantly taller than the residential tower approved for the Trammel Crow project on Delmas at Santa Clara Street near the Diridon Station (12 stories and 126 feet due to airport height restrictions).

#3 Ensure direct connectivity between the station and the SJSU campus.

Because San Jose State is the major institutional anchor downtown and the largest activity center to be served by BART, it is critical that the nearest station physically "connect" to the campus from an urban planning perspective to encourage optimal ridership at all hours. The East Option project description acknowledges the need for this kind of connectivity, and ready opportunities exist given the short distance (one block) and the potential for a direct line of sight link between the two venues. The West Option lacks both features. It is also more than three urban blocks from the campus, separated by two major traffic arterials and a challenging pedestrian experience. These impediments eliminate this connectivity potential and will likely diminish ridership, particularly during non-weekday hours, compared to the East Option. P82-19

No matter which station location is selected, the campus/station connectivity implies and requires appropriate station naming, street signage and wayfinding, and a recognizable and inviting pedestrian paseo that is well lighted and safe to support the many thousands of riders likely to use BART to travel to SJSU.

#4 Account for construction feasibility constraints and community impacts.

VTA currently presumes that costs to develop East and West Options will be comparable and that impacts will be relatively similar. However, the agency has not yet assessed or compared in any significant way the construction feasibility constraints and community impacts of station alternatives.

One significant distinction is that the West Option will require the VTA Light Rail line to be severed in both directions and reconstructed across Santa Clara Street, irreparably damaging and disrupting the future viability of this transit service. The costs and impacts of this construction challenge have not been assessed, but they undoubtedly will be significantly higher for the West Station Option. Furthermore, interruption of light rail service--potentially for years--will eliminate access between south San Jose neighborhoods and the Golden Triangle jobs center to the north. It will also interrupt service to thousands of SJSU students currently relying on light rail to get to the University each day. P82-20

The construction related impacts to the downtown community from selecting the West Station Option will likely be much more devastating over many years than the East Option, simply because of the former's proximity to the city's current employment center with larger buildings housing more tenants. No matter which tunneling construction option is selected, the challenges of building the West Option site pose significantly greater challenges proximate to the current downtown core, including likely utility line relocation, business interruption problems, historic building impacts, and traffic gridlock. P82-21

The dual bore construction option (the only present method for BART demonstrated to be feasible) with its 1,500 foot station box cut and cover method would be significantly more impactful to the center of the current downtown core in an area much larger than the Market/3rd Street station box. Many more buildings and businesses will be impacted by construction at the West Option than the East Option area, which, by comparison, is currently less maturely developed. For the larger community, the number of additional truck trips necessary to off-haul excavation spoils associated with dual bore would be staggering. The challenges of moving a ten-fold number of trucks through the downtown core for the West Option station location cut and cover dig is logistically far more difficult than the East Option, which is six urban blocks closer and half the distance to the designated truck route on 10th/11th Streets. P82-22

Conclusion

SJSU believes the VTA Board should approve the East Option for the downtown station location between 3rd and 6th Streets along Santa Clara Street. In the long run, it clearly is the best choice to increase BART ridership where need and opportunity are the greatest. SJSU is the largest institutional anchor downtown and one of the densest activity centers in close proximity to the BART system with 40,000 daytime visitors who are already committed to mass transit use. The university is also likely the largest employer in greater downtown San Jose with approximately 6,000 employees. There is a clear justification for providing direct service connectivity as close as possible to the campus, maximizing daily ridership. P82-23

The East Option also will best serve the interests of greater downtown San Jose. A larger portion of downtown can be easily served with both of the Phase II BART stations located a mile apart closer to the edge of the downtown frame. Employment development potential would be enhanced with the East Option for the station as job sites near the current downtown core will still be served and others on the East side with greater density development potential will be included within a ½ mile radius of a BART station. The East Option creates the only opportunity for direct connection to the University campus just one block away while avoiding many of the construction feasibility challenges and community impacts associated with the West Option. P82-24

Response to Comment Letter P82

San Jose State University

P82-1 The comment about San Jose State University (SJSU) being the largest employer in Downtown San Jose is noted. The comment does not raise an environmental issue.

P82-2 The criteria identified by SJSU for Downtown San Jose Station are similar to the purpose of the project stated in Volume I, Section 1.2.1, *Purpose*.

P82-3 The project options the comment refers to (Twin-Bore vs. Single-Bore, East vs. West Downtown San Jose Station location, North vs. South Diridon Station alignment) are analyzed in the SEIS/SEIR as separate alternative options. They are evaluated at the same level of detail to comply with CEQA and NEPA. Table ES-3, *Comparison of Adverse Effects After Mitigation for Tunnel Construction Methodology Options (Twin-Bore and Single-Bore) for NEPA BART Extension Alternative*, provides the resource areas where these two options have different environmental impacts. SJSU's support for the San Jose East Station Option is noted.

P82-4 Support for the Downtown San Jose Station East Option has been noted.

P82-5 Support for the Single-Bore Option has been noted.

P82-6 Both the East Option and the West Option will include streetscape improvements. The Draft SEIS/SEIR has been clarified to address the comment. See the last paragraph of Volume I, Section 2.2.2.1, *Downtown San Jose West Option* where the text has been revised to say:

> Streetscape improvements would be provided along Santa Clara Street from Market and 4th Streets to San Jose City Hall and San Jose State University in order to create a pedestrian corridor connecting San Jose City Hall and San Jose State University with the Downtown Commercial District. Streetscape improvements would be guided by San Jose's Master Streetscape Plan.

This information does not change the conclusions presented in the Draft SEIS/SEIR related to streetscape improvements in the visual section.

P82-7 VTA will comply with the established City of San Jose truck haul routes, as described in Section 5.2.4.2, *Truck Haul Routes*, and shown in Figure 5-12, *Truck Haul Routes*. Any changes to truck haul routes will be directly coordinated and reviewed in advance with the City of San Jose.

During construction, pedestrians and bicyclists will be provided with safe travel corridors within and through construction areas, or detour routes will be set up

with wayfinding signage. For vehicular traffic, as part of the Construction Outreach Management Program, Mitigation Measure TRA-CNST-A: Develop and Implement a Construction Education and Outreach Plan, described in Chapter 5, Section 5.5.1, *Construction Outreach Management Program*, VTA will inform the Cities of San Jose and Santa Clara staff, media, and public about upcoming construction activities, schedules, roadway closures, and detours within the station areas and system facility locations. In addition, VTA will work with the cities to modify green times at key intersections during construction, set up event timers at key intersections for time of day when closures are planned, modify timing to allow longer gap and maximum times for detour movements at key intersections, provide flag control or temporary signalization at un-signalized intersections, and provide early signage of potential construction delays for motorists to choose alternate routes.

P82-8 Table 5-3, *Construction Emissions Related to the BART Extension*, outlines the construction emissions for the BART Extension Project. The BART Extension Alternative includes avoidance, minimization, and mitigation measures to control fugitive dust (AQ-CNST-A) and reduce nitrogen oxide (NO_X) emissions (AQ-CNST-B through AQ-CNST-H; see Section 5.5.3, *Air Quality*). These measures include Tier 3 equipment exhaust standards and idling limitations. Implementation of Tier 3 engine exhaust controls would reduce equipment-related NO_X from 252 to approximately 93 pounds per day under the Twin-Bore Option and from 308 to 149 pounds per day under the Single-Bore Option. However, NO_X emissions would still be greater than the Bay Area Air Quality Management District (BAAQMD) significance threshold of 54 pounds per day. The threshold is exceeded as a result of simultaneous construction activities along the 6-mile alignment. However, there are no exceedances at any of the individual construction sites.

Section 5.5.1, *Construction Outreach Management Program*, includes four mitigation measures that develop and implement a Construction Education And Outreach Plan, A Construction Transportation Management Plan, And Parking Management Plan. Impacts on the SJSU activities along with other factors will be taken into account in the development of the Construction Outreach Management Program.

P82-9 Parking would not be provided at Downtown San Jose Station or at Diridon Station (all options). VTA conducted travel demand forecast modeling, and the ridership gained through parking garages at these locations (an additional 19 riders) was minimal and did not warrant the infrastructure cost. At Downtown San Jose Station, access would be almost entirely by transit, walk/bicycle, and auto/taxi drop-off and pick-up, as shown in Table 3-16, *2035 Forecast Year Mode of Access by BART Extension Station*. Therefore, impacts on university garages from future BART users are not anticipated.

While management of SJSU parking is outside VTA's control, SJSU may consider university-only or university-preferred parking for its garages as a way to avoid the public use—including by BART riders—of university public garages.

P82-10 Construction workers would park in the construction staging areas identified for the Downtown area in Figures 5-5, *Proposed Downtown San Jose Station East Option Construction Staging Areas (Revised)*, and 5-6, *Proposed Downtown San Jose Station West Option Construction Staging Areas (Revised)*. BART stations do not require a large number of employees to operate a facility, and it is anticipated that the majority of these employees would access the station by a variety of transit modes, including BART, VTA Bus and Light Rail services, Caltrain, etc.

P82-11 As requested, the distance radii has been adjusted in Figures 4.4-2, 4.4-3, 4.11-1 through 4.11-7, and 6.11-1 through 6.11-9 to more accurately reflect the center of the BART Station site.

P82-12 The comment in support of the Downtown San Jose Station East Option has been noted.

P82-13 The comment does not raise an environmental issue.

P82-14 See response to comment P82-2.

P82-15 The comment in support of the Downtown San Jose Station East Option has been noted.

P82-16 The comment in support of the Downtown San Jose Station East Option has been noted. The regional ridership modeling did not indicate any substantial differences in ridership between the Downtown San Jose Station East and West Options.

P82-17 The comment in support of the Downtown San Jose Station East Option has been noted.

P82-18 The comment in support of the Downtown San Jose Station East Option has been noted.

P82-19 The comment in support of the Downtown San Jose Station East Option has been noted.

As described in Volume I, Section 2.2.2, *NEPA BART Extension Alternative*, streetscape improvements would be provided along Santa Clara Street between 7th and 1st Streets, depending on which Downtown San Jose option is selected, to create a pedestrian corridor connecting San Jose City Hall and San Jose State University with the Downtown Commercial District. Streetscape improvements would be guided by San Jose's Master Streetscape Plan.

P82-20 Impacts on existing transit service due to construction of the Downtown San Jose Station West Option are acknowledged and described in Section 5.5.2.6.

P82-21 Construction impacts for both downtown station options are discussed in Chapter 5, *NEPA Alternatives Analysis of Construction*, and Chapter 6, *CEQA Alternatives Analysis of Construction and Operation*, of the SEIS/SEIR. The additional impacts on transit from the Downtown San Jose Station West Option are acknowledged and described in Section 5.5.2.6.

P82-22 See response to comment P82-21.

P82-23 The comment in support of the Downtown San Jose Station East Option has been noted.

P82-24 The comment in support of the Downtown San Jose Station East Option has been noted.

Swan, Samantha

From: Christopher Escher <christopher.escher@gmail.com>
Sent: Monday, March 06, 2017 2:04 PM
To: bartphase2eis-eir
Subject: eir comments from escher

March 5, 2017
Mr. Tom Fitzwater VTA Environmental Programs & Resources Management, Bldg B-2, 3331 North First Street San Jose, CA 95134 Email: BARTPhase2EIS-EIR@vta.org

Re: Comments on Draft Supplemental EIS / Subsequent EIR and Draft Section 4(f) Evaluation Summary for VTA's BART Silicon Valley Phase II Extension Project.

Dear Mr. Fitzwater:

I would like to submit the following comments in response to the Draft Supplemental EIS / Subsequent EIR and Draft Section 4(f) Evaluation Summary for VTA's BART Silicon Valley Phase II Extension Project.

These comments represent my personal opinion, and do not represent the opinions of any organization with which I may be connected. P83-1

March 2017 Concerns:

* I am concerned about the negative impacts tunnel and right of way construction will have on our neighborhood, and especially those streets in close proximity to tunnelling--The Alameda and Stockton Streets. Specific concerns include:
--Impacts of road closures on businesses and residents.
--Impacts of road closures on events at SAP Paviilion, and potential increased traffic and parking in our neighborhood. P83-2
--Impacts of tunnelling/construction on historic structures. P83-8
--Impacts of tunnelling/construction on earthquake-sensitive structures. P83-3
--Impacts of tunnelling/construction on schools in our area and their ability to hold classes and have outdoor activities. P83-4
--Impacts of construction on air pollution--please provide metrics of increased air pollutants. . P83-5
--Impacts of construction on noise pollution--please provide metrics for increased noise pollution. P83-6
--Impacts of regular operations on noise pollution--please provide metrics. P83-7

I am concerned about the negative impacts of ventilation tunnels in or near to our residents. Specifically: P83-9
--Impacts of ventilation construction on nearby residents
--Impacts of ventliation operation on nearby residents--noise, air pollution with metrics. P83-10

I am concerned about the negative operational impacts of the BART system under and through our neighborhood: P83-11
--Impacts of underground noise on quality of life.
--Impacts of underground operations on water table P83-12
--Impacts of underground operations on structural safety P83-13
--Impacts of pollution from ventilation towers.

Thank you for the opportunity to comment, and I look forward to your responses. P83-14

Christopher Escher
1590 Calaveras Ave
San Jose CA
4089811890

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Christopher Escher
for time-sensitive messages also text me at: 4089811890@vtext.com

Response to Comment Letter P83

Christopher Escher

P83-1 Construction of the BART Extension Alternative has the potential to adversely affect traffic, transit, and parking, which could disrupt access to public facilities, businesses, and residences, as described in Section 5.5.2, *Transportation*. Residents, businesses, and visitors along the alignment would also be subject to noise, dust, vibration, and emissions from construction equipment during construction.

VTA will work with property and business owners to minimize disruption and maintain access throughout construction and will implement Mitigation Measure TRA-CNST-A: Develop and Implement a Construction Education and Outreach Plan, as described in Section 5.5.1, *Construction Outreach Management Program*. Mitigation Measure TRA-CNST-A would implement an extensive outreach program to notify the public of upcoming construction activities and provide frequent updates, a dedicated onsite outreach coordinator, and a 24-hour hotline. The overall intent of Mitigation Measure TRA-CNST-A is to coordinate construction activities with existing business operations and other development projects and to establish a process that will adequately address the concerns of businesses and their customers, property owners, residents, and commuters. VTA will work with property owners and business owners in the station areas to maintain access to businesses during construction to the extent feasible. VTA will also implement Mitigation Measure TRA-CNST-C: Prepare and Implement an Emergency Services Coordination Plan, and work with the City of San Jose to develop parking management strategies to encourage multi-modal access to the Downtown San Jose area. Construction of the BART Extension Alternative would also provide work opportunities for the community, which would be beneficial for the local economy. Additionally, mitigation measures for air quality (Mitigation Measures AQ-CNST-A through AQ-CNST-I) and noise construction (Mitigation Measures NV-CNST-A through NV CNST S) would reduce potential effects on businesses (see Sections 5.5.3, *Air Quality*, and 5.5.13, *Noise and Vibration*, respectively) except for construction noise impacts at the Downtown San Jose and Diridon Stations.

P83-2 As noted in Section 5.5.2.7, *Diridon Station (South and North Options), Vehicular Traffic*, construction of the Diridon Station South and North Options (for the Twin-Bore Option only) would require full and partial street closures of Autumn, Montgomery, and Cahill Streets, but no more than one street would be fully closed at any given time. Full closure of these streets south of Santa Clara Street near the station would occur for several months each while utilities are being relocated and/or decking is installed. However, because only one street would be

closed at a time, traffic flow would be maintained in the area. VTA will work with the construction contractor to maintain at least one northbound and one southbound direction of traffic on Autumn, Montgomery, and Cahill Streets throughout the construction. The Single-Bore Option would not require as extensive full and partial street closures as the Twin-Bore Option.

Additionally, truck haul routes may impact traffic on West Julian Street, Almaden Boulevard, Santa Clara Street, Montgomery Street, Autumn Street, Notre Dame Street, and Bird Avenue. There would be an estimated maximum of four truck trips per hour near the Diridon Station with the Single-Bore Option and eight truck trips per hour with the Twin-Bore Option (Table 5-1, *Construction Emissions Related to the BART Extension*). Typically, the hourly truck volumes would be about two-thirds these numbers. VTA will undertake an extensive outreach effort to inform residents of construction activities and where they may affect vehicle routes and travel times.

Refer to Master Response 2, *Diridon Station Short-Term Parking,* regarding parking impacts during construction of the Diridon Station.

P83-3 Construction surface settlement is addressed in Section 5.5.9.2, *Surface Settlement*, and, according to the impact analysis, impacts on structures would not be adverse. Mitigation Measures GEO-CNST-B: Implement Preconstruction Condition Surveys along the Tunnel Alignment, and GEO-CNST-C: Monitor Ground Surface during Tunneling Activities, described in Chapter 5, Section 5.5.9, *Geology, Soils, and Seismicity*, would proactively identify any issues with surface settlement so corrective actions could be implemented.

P83-4 Potential impacts on schools are discussed in the SEIS/SEIR in the following sections: Section 4.4.4.2, *BART Extension Alternative*, Section 5.5.5, *Community Facilities and Public Services*, Section 5.5.13.1, *Noise Impacts*, Section 5.5.15, *Socioeconomics*, and Section 6.5.5, *Environmental Consequences and Mitigation Measures*. With the Downtown San Jose Station East Option and Twin-Bore tunneling methodology, Horace Mann Elementary School would lose access from East Santa Clara Street for drop off and pick up of students, and for short-term parking. Classroom and outdoor activities at schools would not be adversely impacted by construction of the BART Extension.

P83-5 Construction air quality impacts are discussed in Section 5.5.3, *Air Quality*. Exhaust emissions associated with construction of the BART Extension were estimated using a spreadsheet methodology and emission factors and emission rates obtained from the California Air Resources Board's (ARB's) EMFAC2014 for on-road vehicle and Appendix A, the data tables used by CalEEMod (version 2013.2.2) for off-road construction equipment. Nitrous oxide (N_2O) emission factors for diesel equipment were calculated based on the amount of diesel fuel used and a conversion factor of 0.3316 gram N_2O per gallon fuel. The N_2O

emissions from gasoline vehicles were estimated to be 4.16 percent of total NOx emissions. Construction emissions are then compared to BAAQMD Construction Significance Thresholds and exceedances identified, as shown in Table 5-3, *Construction Emissions Related to the BART Extension*.

The BART Extension includes avoidance, minimization, and mitigation measures to control fugitive dust (AQ-CNST-A) and reduce NO_X emissions (AQ-CNST-B through AQ-CNST-H; see Section 5.5.3). These measures include Tier 3 equipment exhaust standards and idling limitations. Implementation of Tier 3 engine exhaust controls would reduce equipment-related NO_X from 252 to approximately 93 pounds per day under the Twin-Bore Option and from 308 to 149 pounds per day under the Single-Bore Option. However, NO_X emissions would still be greater than the BAAQMD significance threshold of 54 pounds per day.

P83-6 The FTA noise metric for construction is an 8-hour day-night equivalent (L_{eq}). As stated in Section 5.5.13.1, *Noise Impacts,* L_{eq} represents the level of a steady noise level containing the same total noise energy as a fluctuating noise over a given time period.

Regarding concerns about noise along Stockton Avenue, there are two project elements at this location, tunnel underneath Stockton Avenue and Vent Structure (four options), in the vicinity of Stockton Avenue.

For the noise analysis, it is assumed that the Stockton Avenue residents would be 50 feet from the tunnel centerline (for both the Twin-Bore Option and the Single-Bore Option) based on the plans and profiles. At this depth, the groundborne noise level from the Tunnel Boring Machine (TBM) is projected to be in the range of 26 to 28 dBA, which is less than the FTA criterion of 38 dBA for groundborne noise for "occasional events," which is applicable because of the short-term nature of the event.

As stated in Section 5.5.13.1, there is one residence approximately 120 feet from the proposed Stockton Avenue Ventilation Structure. Construction of either of the two southernmost ventilation structure alternative sites would result in adverse construction noise effects. Implementation of Mitigation Measures NV-CNST-A through NV-CNST-O, described in Chapter 5, Section 5.5.13, *Noise and Vibration*, would reduce this impact.

P83-7 The FTA metric for airborne train noise is based on the increase of the existing ambient, which for residences is the day-night level (L_{dn}). The FTA metric for groundborne noise from trains in a tunnel it is the L_{eq} during the train passage. For discussion of groundborne noise mitigation refer to Section 4.12.4.3. Various mitigation options are presented depending on the projected level of impact,

which can affected by the depth of the tunnel, the local soil properties, and the proximity of the impacted building to the tunnel.

As shown in Table 4.12-21, *Projected Levels of Groundborne Noise for Twin-Bore Option*, groundborne noise impacts at Stockton Avenue (and nearby Schiele Avenue, Harding Avenue, and Taylor Street) due to tunnel operations would be less than the FTA threshold of 35 dBA with implementation of Isolated Slab Track as proposed under Mitigation Measure NV-B: Reduce Groundborne Noise Levels, described in Chapter 5, Section 5.5.13, *Noise and Vibration*.

Once operational, the train noise emitted from the Stockton Avenue Ventilation shaft would be minimal. As quantified in Table 4.12-12, *Airborne Train Noise from Stockton Ventilation Shaft*, no increase over the existing ambient noise levels would occur. No noise impacts are projected to occur for this source of operational noise. Therefore, no mitigation is required for train noise that exits the tunnel from the ventilation shaft.

P83-8 As described in Section 5.5.6, *Cultural Resources*, in Chapter 5, *NEPA Alternatives Analysis of Construction*, construction of the BART Extension Alternative components (including the aboveground connection to the Phase I Berryessa Extension, stations, tunnel portals, or ventilation or electrical facilities), would not result in the partial removal of, physical deconstruction, or damage to any of the 32 identified historic resources and there would be no direct adverse effects.

As described in the SEIS/SEIR, indirect impacts on historic resources may be caused by the introduction of new noise and vibration from construction of the BART Extension Alternative. The *Noise and Vibration Technical Report* concludes that impacts caused by vibration from construction of the BART Extension may exceed the FTA threshold of 0.12 inch/second PPV with the potential to cause physical damage or alteration on historic properties in some locations. Section 5.5.13.2, *Vibration Impact*, provides a list of 14 historic resources in proximity to the Twin-Bore Option construction methodology that could be exposed to excessive vibration and would require mitigation to reduce these impacts. Implementation of Mitigation Measures NV-CNST-P through NV-CNST-S (see Section 5.5.13.3) would reduce this to *no adverse effect*. Thus, with mitigation, the BART Extension Alternative would also not result in any indirect adverse change to the identified historic properties from construction of the tunnel, stations (Alum Rock/28th Street, Downtown San Jose—East and West Options, Diridon—South and North Options, and Santa Clara), or the Newhall Maintenance Facility. There would be no indirect adverse effect on any historic property from predicted vibration or noise impacts from the construction of the BART Extension Alternative at the location of any historic property.

P83-9 See response to comment P83-6 regarding noise impacts from construction of the ventilation structure at Stockton Avenue. Construction traffic impacts of the Stockton Avenue Ventilation Structure are discussed in Chapter 5, *NEPA Alternatives Analysis of Construction*. Construction of this facility would require lane closures on Stockton Avenue; however, one through lane in each direction would be maintained. VTA will implement Mitigation Measure TRA-CNST-A: Develop and Implement a Construction Education and Outreach Plan, described in Chapter 5, Section 5.5.1, *Construction Outreach Management Program*, to reduce impacts on vehicular traffic. This measure would inform residents of construction activities and where they may affect vehicle routes and travel times. Additionally, the outreach effort would provide an avenue for receiving concerns, comments, and questions from the public regarding vehicle route and travel time impacts. VTA will also implement Mitigation Measure TRA-CNST-B: Develop and Implement a Construction Transportation Management Program, described in Chapter 5, Section 5.5.1, *Construction Outreach Management Program*, to reduce impacts on vehicular traffic. Implementation of the Transportation Management Plan would involve working with the City of San Jose to modify traffic lights and timing and provide flag control or temporary signalization at un-signalized intersections, and provide early signage of potential construction delays for motorists to choose alternate routes.

Table 5-3, *Construction Emissions Related to the BART Extension*, identifies the construction emissions related to the Stockton Avenue Ventilation Structure. The BART Extension includes avoidance, minimization, and mitigation measures to control fugitive dust (AQ-CNST-A) and reduce NO_X emissions (AQ-CNST-B through AQ-CNST-H; see Section 5.5.3, *Air Quality*). These measures include Tier 3 equipment exhaust standards and idling limitations. Implementation of Tier 3 engine exhaust controls would reduce equipment-related NO_X from 252 to approximately 93 pounds per day under the Twin-Bore Option and from 308 to 149 pounds per day under the Single-Bore Option. However, NO_X emissions would still be greater than the BAAQMD significance threshold of 54 pounds per day.

There is one residence approximately 120 feet from the proposed Stockton Avenue Ventilation Structure FSS. Construction of either of the two southernmost alternative sites would result in adverse construction noise effects. Implementation of Mitigation Measures NV-CNST-A through NV-CNST-O (see Section 5.5.13.3) would reduce this effect.

P83-10 See response to comment P83-7regarding operational noise impacts. As described in Volume I, Chapter 2, *Alternatives*, of the SEIS/SEIR, the emergency ventilation facilities include fans, dampers, ventilation shafts, and associated facilities and operate primarily to remove smoke in case of emergency in either the tunnels or the stations. Thus, it is anticipated these ventilation facilities would

not be used during day-to-day operations, and would be limited to emergency events in which the structures would emit smoke and exhaust. Periodic testing of the facilities is required to ensure their proper operation. Also, the ventilation facilities have been designed to be 10 to 15 feet in height above ground level in order to direct smoke up and away from street level. Air quality impacts from emergency ventilation operations would not be adverse as the air from the tunnel would disperse.

P83-11 See response to comment P83-6 regarding construction noise impacts and response to comment P83-7 regarding operational noise impacts.

P83-12 Dewatering would be necessary inside retained cuts, underground stations, and tunnels during operations to keep the facilities dry. The quantity of water to be removed is anticipated to be minimal, and no detectable changes to the groundwater supply would occur. The retained cuts and underground stations would be designed to prevent water intrusion, and the tunnels would be sealed. Landscape design features being considered at station areas include planting native, drought-resistant plants; using low-flow fixtures; increasing pervious surfaces with use of porous paving and unit pavers; capturing surface flow with bioretention basins and rain gardens; and using soil-water separators and other filters.

Tunnel structures and underground stations may affect groundwater flow direction and pathways, resulting in the diversion of the normal flow of groundwater, the mounding of groundwater upgradient of the aforementioned facilities, or a localized rise in the water table. To minimize these adverse effects, highly permeable gravel channels and/or slotted PVC pipes would be placed in areas where water would be routed around a sealed tunnel to minimize effects on groundwater paths and directions. In addition, tunnels would be constructed below the water table, at a minimum depth of 20 feet below ground at the tunnel crown (WRECO 2017).[17] Therefore, groundwater would be able to flow above and below the tunnel structure, and the mounding of groundwater upgradient from the tunnel structure is not anticipated. If any fill material placed during construction fails to provide adequate permeability, additional drainage design features could be applied.

The BART Extension would comply with the Santa Clara Valley Water District 2012 Groundwater Management Plan. The BART Extension would not affect groundwater supply and would have minimal effects on groundwater recharge. It would not alter groundwater flow directions or pathways.

[17] WRECO. 2017. *VTA's BART Silicon Valley—Phase II Extension Project Hydrology and Water Quality Technical Report.* November.

P83-13 Construction surface settlement is addressed in Section 5.5.9.2, *Surface Settlement*, and, according to the impact analysis, impacts on house foundations would not be adverse. Mitigation Measures GEO-CNST-B: Implement Preconstruction Condition Surveys along the Tunnel Alignment, and GEO-CNST-C: Monitor Ground Surface during Tunneling Activities, described in Chapter 5, Section 5.5.9, *Geology, Soils, and Seismicity*, would proactively identify any issues with surface settlement so corrective actions could be implemented.

P83-14 See response to comment P83-9 and P83-12.