

**From:** VTA Board Secretary

**Sent:** Friday, August 9, 2024 3:41 PM

**To:** VTA Board of Directors

**Subject:** VTA Information: August 15, 2024, Standing Committees Meeting Agenda Packets

**VTA Board of Directors:**

You may now access your VTA CMPP, A&F, SSTPO, on our Agenda Portal via the links below:

- **Congestion Management Program and Planning (CMPP) Committee** - Thursday, August 15, 2024, at 10:00 a.m. [CMPP Agenda Packet](#)
- **Administration and Finance (A&F) Committee** - Thursday, August 15, 2024, at 12:00 p.m. [A&F Agenda Packet](#)
- **Safety, Security, and Transit Planning and Operations (SSTPO) Committee** - Thursday, August 15, 2024, at 3:00 p.m. [SSTPO Agenda Packet](#)

Thank you,

Office of the Board Secretary  
Santa Clara Valley Transportation Authority  
3331 North First Street, Building B  
San Jose, CA 95134-1927  
Phone **408-321-5680**



**From:** VTA Board Secretary  
**Sent:** Friday, August 9, 2024 4:52 PM  
**To:** VTA Board of Directors  
**Cc:** VTA Board Secretary  
**Subject:** From VTA: Gilroy Station Access Study

**VTA Board of Directors and Advisory Committee Members:**

The Santa Clara Valley Transportation Authority (VTA) is conducting an access study focused on identifying recommendations and projects to improve how people get to and from the Gilroy Transit Center. VTA will study existing conditions and needs while considering future development plans and projected ridership. The recommendations received from the community may include station improvements for bicyclists and pedestrians and station elements such as lighting, bus waiting areas, and directional signs.

Visit one of the following VTA-hosted events, meet the project team, and provide feedback in person or take an online survey:

1. **Gilroy Downtown Live**  
Thursday, August 15, 5 p.m. – 9 p.m.
  
2. **Gilroy Library**  
350 W 6th Street, Gilroy, CA 95020
  - Thursday, August 22, 10 a.m. – 1 p.m.
  - Tuesday, August 27, 4 p.m. – 7 p.m.
  
3. **Gilroy Transit Center**  
7250 Monterey Road, Gilroy, CA 95020
  - Thursday, August 22, 4 p.m. – 7 p.m.
  - Tuesday, August 27, 6 a.m. – 9 a.m.

Online survey:

- [www.vta.org/gilroy.survey](http://www.vta.org/gilroy.survey)

VTA staff are engaging the community, city council members, and city staff in this effort. Please see the attached notices for more information about the Gilroy Station Access Study pop-up events.

Visit [vta.org/gilroystudy](http://vta.org/gilroystudy) for information.

Thank you.

Office of the Board Secretary  
Santa Clara Valley Transportation Authority  
3331 N. First Street  
San Jose, CA 95134  
408.321.5680  
[board.secretary@vta.org](mailto:board.secretary@vta.org)



# Gilroy Station Access Study

# Estudio sobre el Acceso a Gilroy Station

## How do you use the Gilroy Transit Center?

VTA is studying how people access the station whether you walk, ride your bike, or park your car and use transit.

The recommendations could include station improvements for bicyclists and pedestrians, and station elements such as improved lighting, bus waiting areas, and directional signs.

Providing feedback is interactive, easy and fun. VTA is hosting pop-up events where you can provide your feedback in person.



Scan QR code  
Escanee el código QR



## Take our online survey!

Scan the QR code or visit the link below to provide your ideas and concerns about the Gilroy Station area. The survey will remain open until September 6, 2024.

[vta.org/gilroy.survey](https://vta.org/gilroy.survey)

For more information, visit [vta.org/gilroystudy](https://vta.org/gilroystudy) or contact VTA's Community Outreach at (408) 321-7575/TTY(408) 321-2330, or email [community.outreach@vta.org](mailto:community.outreach@vta.org).

We look forward to your participation!



## ¿Cómo se utiliza el Centro de tránsito de Gilroy?

VTA busca saber cómo la gente accede a la estación, ya sea que camine, monte en bicicleta, o que estacione su automóvil y use el transporte público.

Las recomendaciones podrían incluir mejoras en la estación para los ciclistas y peatones; así como elementos dentro de la estación, tales como mejor iluminación, áreas de espera de autobuses y señales direccionales.

Proporcionar comentarios es interactivo, fácil y divertido. VTA está organizando eventos de llegada a la comunidad donde puede comentarios en persona.

## ¡Responda a nuestra encuesta en línea!

Escanee el código QR o visite el enlace a continuación para brindar sus ideas e inquietudes sobre el área de Gilroy Station. La encuesta permanecerá abierta hasta el 6 de septiembre de 2024.

[vta.org/gilroy.survey](https://vta.org/gilroy.survey)

Para obtener más información, visite [vta.org/gilroystudy](https://vta.org/gilroystudy) o comuníquese con el Programa de Extensión a la Comunidad de VTA, llamando al (408) 321-7575/TTY (408) 321-2330, o enviando un correo electrónico a [community.outreach@vta.org](mailto:community.outreach@vta.org).

¡Esperamos su participación!



3331 North First Street San Jose, CA 95134



## Pop-Up Events

## Eventos Temporales

**Gilroy Downtown Live**  
Thursday, August 15  
5 p.m. – 9 p.m.

**Gilroy Library**  
350 W 6th Street, Gilroy

August 22  
Thursday  
10 a.m. – 1 p.m.

August 27  
Tuesday  
4 p.m. – 7 p.m.

**Gilroy Transit Center**  
7250 Monterey Road, Gilroy

August 22  
Thursday  
4 p.m. – 7 p.m.

August 27  
Tuesday  
6 a.m. – 9 a.m.

PRESORTED  
STANDARD  
U.S. POSTAGE  
**PAID**  
PERMIT NO. 589  
SAN JOSE, CA

**From:** VTA Board Secretary  
**Sent:** Friday, August 9, 2024 4:55 PM  
**To:** VTA Board of Directors  
**Cc:** VTA Board Secretary  
**Subject:** From VTA: Public Scoping Meeting - SR 87/Capitol Expressway Interchange Improvement Project (EA 04-2W700)

**VTA Board of Directors and Advisory Committee Members:**

The California Department of Transportation (Caltrans), in cooperation with the Santa Clara Valley Transportation Authority (VTA), and the City of San José, will prepare an Environmental Impact Report /Environmental Assessment (EIR/EA) for the State Route 87 (SR 87)/Capitol Expressway Interchange Improvement Project (Project).

We invite you to attend a public scoping meeting to learn more about the Project and the environmental review process:

**MEETING DETAILS:**

**Wednesday, August 21, 2024**

**6:00 pm to 7:30 pm**

Pearl Avenue Branch Library

4270 Pearl Avenue

San Jose, CA 95136

Proposed improvements include, but are not limited to, the following:

- Reconfiguring the existing SR 87/Capitol Expressway Interchange with new northbound ramps that connect directly to Capitol Expressway
- Closing the existing northbound SR 87 on-ramps at Narvaez Avenue
- Reconfiguring the existing signalized intersection on Narvaez Avenue
- Building retaining walls, soundwalls, and barriers, as needed

The Notice of Preparation and a flyer with information about the procedure for submitting comments on the scope and content of the EIR/EA are attached and also available on the Project webpage at, [www.vta.org/SR87Capitol](http://www.vta.org/SR87Capitol). Please note that comments must be received by **Monday, September 9, 2024**.

If you have questions or want to request other translation services or accommodation, contact VTA Community Outreach at (408) 321-7575/TTY (408) 321-2330 or email [community.outreach@vta.org](mailto:community.outreach@vta.org) at least five (5) business days before the public information meeting.

Thank you.

Office of the Board Secretary  
Santa Clara Valley Transportation Authority  
3331 N. First Street  
San Jose, CA 95134  
408.321.5680  
[board.secretary@vta.org](mailto:board.secretary@vta.org)



# Public Scoping Meeting

## SR 87/Capitol Expressway Interchange Improvement Project (EA 04-2W700)

### WHAT

The purpose of this notice is to inform you that the California Department of Transportation (Caltrans) will be the lead agency, in cooperation with the Santa Clara Valley Transportation Authority (VTA) and the City of San José (City) and will prepare an Environmental Impact Report (EIR)/Environmental Assessment (EA) for the SR 87/Capitol Expressway Interchange Improvement Project (Project).

Proposed improvements include, but are not limited to reconfiguring the existing SR 87/Capitol Expressway Interchange with new northbound ramps that connect directly to Capitol Expressway; closing the existing northbound SR 87 on-ramp at Narvaez Avenue; reconfiguring the existing signalized intersection on Narvaez Avenue; and building retaining walls, soundwalls, and barriers, as needed.

The purpose of the Project is to:

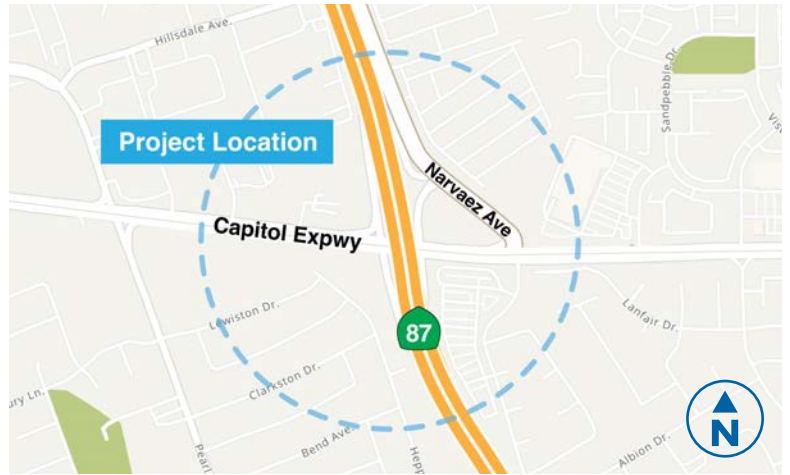
- Improve vehicular circulation and access between northbound SR 87 and Capitol Expressway and improve vehicular circulation and access on Narvaez Avenue and Capitol Expressway.
- Provide high quality, convenient, comfortable, low stress, and sustainable accommodations for active transportation (bicycles and pedestrians) along Capitol Expressway and Narvaez Avenue including improved connectivity to light rail transit in the median of SR 87 and the Highway 87 Bikeway.
- Provide quality accommodations and seamless connections between all modes of transportation including light rail, bus, carpool, vanpool, passenger vehicles, bicycles, and pedestrians.

The Project is needed to address existing and projected congestion and delay on SR 87, Capitol Expressway, and Narvaez Avenue in the Project area. The Project is also needed to improve bicycle, pedestrian, transit, and passenger vehicle connectivity.

### WHY

The purpose of the meeting is to provide an overview of the Project and schedule and to gather input on the scope and content of the environmental document.

The deadline for receiving comments on the project scope is Monday, September 9, 2024.



Comments can be sent by email to [87-capitol@vta.org](mailto:87-capitol@vta.org) or by mail to:

California Department of Transportation  
District 4, Office of Environmental Analysis  
Attn: Daniel Chan  
P.O. Box 23660, MS 8B  
Oakland, CA, 94623-0660

### WHEN & WHERE



**Wednesday, August 21, 2024**

6:00 pm -7:30 pm

Pearl Avenue Branch Library

4270 Pearl Avenue, San Jose, CA 95136

You can register to attend the in-person public scoping meeting on the project webpage at [www.vta.org/SR87Capitol](http://www.vta.org/SR87Capitol).

### FOR MORE INFORMATION

For more information regarding the proposed project, please contact VTA Community Outreach at (408) 321-7575, TTY for the hearing impaired: (408) 321-2330, or email us at [community.outreach@vta.org](mailto:community.outreach@vta.org).

*Individuals who require language translation, American Sign Language, or other assistance are requested to contact VTA Community Outreach at least five (5) business days before the public information meeting.*

¿Puede leer este documento? Si no, podemos ayudarle a leerlo. Si desea recibir asistencia, llame al Departamento de Relaciones con la Comunidad de VTA al (408) 321-7575.

이 문서를 읽을 수 있습니까? 읽지 못하신다면 저희가 도와드릴 수 있습니다. 무료 도움이 필요하시다면, VTA 커뮤니티 관계 부서에 (408) 321-7575로 연락주시기 바랍니다.

Kaya mo bang basahin ang dokumentong ito? Kung hindi, matutulongan ka naming basahin ito. Para makatanggap ng libreng tulong, mangyaring tumawag sa Community Relation Department ng VTA sa (408) 321-7575.

您是否能閱讀本文件? 若否, 我們能協助您閱讀。欲取得免費協助, 請聯絡 VTA 社區關係部專線 (408) 321-7575。

Bạn có thể đọc tài liệu này không? Nếu không, chúng tôi có thể giúp bạn đọc tài liệu này. Để được trợ giúp miễn phí, vui lòng gọi Bộ Phận Quan hệ Cộng đồng của VTA theo số (408) 321-7575.





# Notice of Preparation

---

## Notice of Preparation

To: Responsible and Trustee Agencies

(Address)

From: California Department of Transportation, District 4

Division of Environmental Planning

P.O. Box 23660, Oakland, CA 94623-0660

**Subject: Notice of Preparation of a Draft Environmental Impact Report**

### Caltrans District 4

Caltrans District 4 will be the Lead Agency and will prepare an environmental impact report for the project identified below. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

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

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please send your response to Daniel Chan, Environmental Scientist at the address shown above. We will need the name for a contact person in your agency.

Project Title: State Route 87/Capitol Expressway Interchange Improvement Project

Project Applicant, if any: Santa Clara Valley Transportation Authority

Date 8/7/2024

Signature *Brian Gassner*

Title Environmental Branch Chief

Telephone (510) 506-0372

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

# **Notice of Preparation of a Draft Environmental Impact Report/Environmental Assessment for the State Route 87/ Capitol Expressway Interchange Improvement Project (EA 04-2W700)**

## **Introduction**

The California Department of Transportation (Caltrans), in cooperation with Santa Clara Valley Transportation Authority (VTA), and the City of San José (City), proposes the State Route (SR) 87/Capitol Expressway Interchange Improvement Project (Project) to construct improvements between the SR 87/Capitol Expressway interchange and Narvaez Avenue in the City.

The proposed Project is located at post miles (PM) 0.9 to 1.7 on SR 87. Along Capitol Expressway, the Project limits are from 300 feet west of SR 87 southbound on and off-ramps to Timber Loop Drive (refer to **Figure 1, Project Location**).

## **Purpose and Need**

The purpose of the Project is to:

- Improve vehicular circulation and access between northbound SR 87 and Capitol Expressway and improve vehicular circulation and access on Narvaez Avenue and Capitol Expressway.
- Provide high quality, convenient, comfortable, low stress, and sustainable accommodations for active transportation (bicycles and pedestrians) along Capitol Expressway and Narvaez Avenue including improved connectivity to light rail transit in the median of SR 87 and the Highway 87 Bikeway.
- Provide quality accommodations and seamless connections between all modes of transportation including light rail, bus, carpool, vanpool, passenger vehicles, bicycles, and pedestrians.

The need for the Project is as follows:

- Existing and projected vehicular operations along northbound SR 87 on- and off- ramps in the design year operate at poor Level-of-Service (LOS) during peak hours. Existing local vehicular circulation and access along Narvaez Avenue and Capitol Expressway currently perform at poor LOS during peak hours.
- Existing bicycle and pedestrian accommodations have poor connectivity and have high stress environments adjacent to high-volume and high-speed traffic.
- Existing connections between light rail, bus, carpool, vanpool, passenger vehicles, bicycles, and pedestrians are outdated and negatively impacted by existing congestion.

## **Project Description**

The existing SR 87/Capitol Expressway Interchange serves as a major access point in the City. The interchange is near several developments and land uses including Communications Hill, Colonial Mobile Home Park, Play “N” Learn Preschool, Capitol Expressway Auto Mall, and the VTA Capitol Light Rail Station (Capitol Station) and associated Park & Ride lots. A redevelopment of the southern Park & Ride lot to transit-oriented, high-density residential is planned. As a result of the existing land uses and on-going and

future projects, vehicular, transit, bicycle, and pedestrian volumes are expected to increase significantly before the Project design horizon year of 2050.

The goals of Caltrans, VTA, and the City, as partner sponsors of the Project, are to investigate alternatives and initiate project development for a cost-effective solution to improve traffic operations and accommodate bicycles and pedestrians while making efficient use of right-of-way and avoiding impacts to the existing Capitol Station. The Project offers an opportunity to bring existing facilities up to current standards and improve access and circulation for residents, shoppers, workers, and transit users in the area. This work is consistent with the adopted goals of the City's Communications Hill Specific Plan Area Development Policy, the Envision 2040 General Plan, and regional transportation improvement priorities.

A preliminary Alternative Analysis was performed in the Project Initiation Document (PID) phase and distributed among Project stakeholders to identify feasible and viable alternatives to be studied in the Project Approval/Environmental Document (PA/ED) phase. The Project includes two (2) viable Build Alternatives that are described below.<sup>1</sup>

#### Alternative A - Braided Ramp Alternative

The Braided Ramp Alternative would reconfigure the existing SR 87/Capitol Expressway northbound on-ramp from a hook ramp to a tight diamond configuration (refer to **Figure 2, Alternative A – Braided Ramp**).

- The existing northbound on-ramp from Narvaez Avenue would be extended to provide additional queue storage, realigned, and squared up to a new intersection on Capitol Expressway. The new SR 87 northbound on-ramp would pass over the realigned SR 87 northbound off-ramp. At the new intersection, pedestrian and bicycle crossings would be provided along the north side of Capitol Expressway across the on-ramp.
- The existing northbound off-ramp from northbound SR 87 would be reconfigured and the ramp lowered to allow the new SR 87 northbound on-ramp to pass over it. At the intersection with Narvaez Avenue, the two existing triangular raised “porkchop islands” would be removed and a new squared up signalized intersection with a new “porkchop island” would be constructed. Pedestrian crossings would be provided along the west and south sides of the Narvaez Avenue intersection.
- Lanes on Capitol Expressway would be reconfigured to tie into the new on- and off-ramps and sidewalks on the north side of Capitol Expressway would be maintained.
- The existing sidewalk on the south side of Capitol Expressway would be converted to a Class IV bikeway<sup>2</sup> and pedestrians would be routed through the existing light rail station plaza. Access gates at the existing light rail station would be modified to provide 24-hour sidewalk access for pedestrians. Capitol Expressway would have one-way Class IV bikeways<sup>2</sup> on each side from the Narvaez Avenue intersection to west of the Capitol Expressway/southbound ramp intersection.
- A panel of soundwall between Capitol Expressway and Lanfair Drive would be removed and sidewalk along eastbound Capitol Expressway, between Narvaez Avenue and the soundwall opening would be constructed.

---

<sup>1</sup> In 2023, Alternative B (Tight Diamond) was eliminated from further study.

<sup>2</sup> The [Caltrans Highway Design Manual §1002.1, page 1000-3](#), provides a description of the different bicycle classes (Class I-IV). Class I is a Bike Path, Class II is a Bike Lane (a dedicated lane along streets with vehicular traffic), Class III is a Bicycle Route (a shared facilities with vehicular traffic), and Class IV are Separated Bikeways (a bicycle path that is separate from vehicular traffic).

- Lanes on Narvaez Avenue would be reconfigured from the existing SR 87 northbound off-ramp intersection to the Capitol Expressway intersection.
- Existing sidewalks on the east side would be maintained.
- Narvaez Avenue, south of Capitol Expressway, would be aligned with the reconfigured intersection.
- Narvaez Avenue would have one-way Class IV bikeways<sup>2</sup> on each side from the new signalized intersection at the northbound off-ramp terminus to the Narvaez Avenue/Capitol Expressway intersection. A new Class I Path<sup>2</sup> would connect the northern sidewalk along Capitol Expressway and the intersection at Narvaez Avenue and the northbound off-ramp.
- A protected intersection would be provided at Capitol Expressway and Narvaez Avenue.

#### Alternative C – Loop Off-Ramp (L-8) Alternative

The Loop Off-Ramp Alternative would reconfigure the existing SR 87/Capitol Expressway northbound ramps to a clover leaf configuration (refer to **Figure 3, Alternative C – Loop Off-Ramp**).

- The existing northbound on-ramp from Narvaez Avenue would be removed and a new SR 87 northbound on-ramp from Capitol Expressway would be constructed. The existing northbound off-ramp from northbound SR 87 would be realigned into a loop off-ramp after passing over Capitol Expressway and squared up to the new intersection on Capitol Expressway, adjacent to the new SR 87 northbound on-ramp. At the new intersection, pedestrian and bicycle crossings would be provided across the new ramps.
- Lanes on Capitol Expressway would be reconfigured to tie into the new on- and off-ramps and the existing sidewalk on the south side of Capitol Expressway would be converted to a Class IV bikeway<sup>2</sup> and pedestrians would be routed through the existing light rail station plaza. Access gates at the existing light rail station would be modified to provide 24-hour sidewalk access for pedestrians.
- Capitol Expressway would have one-way Class IV bikeways<sup>2</sup> on each side from the Narvaez Avenue intersection to west of the Capitol Expressway/southbound ramp intersection.
- A panel of soundwall between Capitol Expressway and Lanfair Drive would be removed and sidewalk along eastbound Capitol Expressway, between Narvaez Avenue and the soundwall opening would be constructed.
- Lanes on Narvaez Avenue would be reconfigured, from the existing SR 87 northbound off-ramp intersection to the Capitol Expressway intersection. Existing sidewalks on the east side would be maintained.
- Narvaez Avenue, south of Capitol Expressway, would be aligned with the reconfigured intersection.
- Narvaez Avenue would have one-way Class IV bikeways<sup>2</sup> on each side from north of the existing SR 87 northbound ramps to the Narvaez Avenue/Capitol Expressway intersection.
- A protected intersection would be provided at Capitol Expressway and Narvaez Avenue.

#### **Potential Environmental Effects**

Environmental and community resources are known to exist within the limits of the study area and the potential effects to these resources will be studied in the environmental document. The planned environmental document will be an Environmental Impact Report/Environmental Assessment (EIR/EA).

Based on preliminary surveys and information, it is anticipated that the Project would not result in significant impacts for the following subject areas: agriculture and forestry resources, mineral resources, population and housing, and wildfire. However, the following subject areas listed below shall be analyzed in greater detail in the EIR/EA. The scope of the environmental analysis will be modified based on public input during the Project scoping period.

### **Air Quality**

An air quality report will be completed to quantify the effects of the Project on the ambient air quality of the Project study area and the region. This report will be completed to document if the Project will expose residences or other sensitive receptors to substantial air quality pollutants. The environmental document will summarize this analysis and identify best management practices (BMPs), avoidance and minimization measures, and if necessary, mitigation measures to reduce impacts to air quality.

### **Biological Resources**

A biological resources study will be completed, and a Biological Study Area (BSA) will be defined. The biological resources study will also determine if there is sensitive wildlife, plants, or habitats present within the BSA. In addition, a tree survey will be conducted to identify the trees that will potentially be impacted by the Project. The environmental document will summarize the biological resources study and tree survey, identify avoidance and minimization measures, and if necessary, mitigation measures to reduce or avoid impacts to biological resources.

### **Community Impacts**

A community impacts assessment will be completed to identify potential impacts to social, economic, public services, land use, growth impacts, and potential community concerns during construction of the Project. The assessment will also incorporate analysis from the air quality, noise, traffic and transportation, and visual and aesthetic studies to evaluate how impacts on these resources could affect community character and cohesion. The environmental document will summarize the community impact assessment, identify avoidance and minimization measures, and if necessary, mitigation measures to reduce or avoid community impacts.

### **Cultural Resources**

Cultural resources reports, including Native American consultation, will be completed to determine if cultural resources would be impacted by the Project. The environmental document will summarize the reports and consultation process, identify avoidance and minimization measures, and if necessary, mitigation measures to reduce or avoid impacts to cultural resources.

### **Geology and Soils**

Geotechnical and paleontological studies will be completed to determine if geological or paleontological resources in the Project area will be impacted. The geotechnical study will identify geological hazards, such as active faults, landslides, and liquefiable soils. The paleontology study will determine if there is a potential for fossils to be present in the Project area. The environmental document will summarize the

studies, identify avoidance and minimization measures, and if necessary, migration measures to reduce or avoid impacts to geological or paleontological resources.

### **Greenhouse Gas**

A study evaluating potential increases in greenhouse gas (GHG) emissions generated from the construction and operation of the Project will be completed. The environmental document will summarize the results of the GHG study, identify avoidance and minimization measures, and if necessary, mitigation measures to reduce or avoid GHG emission impacts.

### **Hazardous Materials**

A hazardous materials report will be completed to determine the potential for the Project to disturb contaminated soils. The environmental document will summarize the hazardous materials report, identify avoidance and minimization measures, and if necessary, mitigation measures to reduce or avoid hazardous materials impacts.

### **Hydrology and Water Quality**

A floodplain evaluation report will be prepared to assess Project impacts on hydrologic conditions in the surrounding area. The environmental document will summarize reports and analysis, disclose temporary water quality impacts from construction activities, discuss construction BMPs, identify avoidance and minimization measures and if necessary, mitigation measures to reduce or avoid water quality impacts.

### **Noise and Vibration**

Potential noise and vibration impacts generated from the construction and operation of the proposed Project will be evaluated in a noise study report. Current noise levels will be measured and future noise levels will be based on Project traffic operations. The environmental document will summarize the results of the noise study report, identify avoidance and minimization measures, and if necessary, mitigation measures to reduce or avoid noise impacts.

### **Aesthetics/Visual Impacts**

A visual and aesthetic assessment will be completed for the Project. The assessment will address proposed structures, lighting, and tree and vegetation removal. The environmental document will summarize the results of the visual and aesthetic assessment, identify avoidance and minimization measures, and if necessary, identify mitigation measures to reduce or avoid visual and aesthetic impacts.

### **Traffic and Transportation**

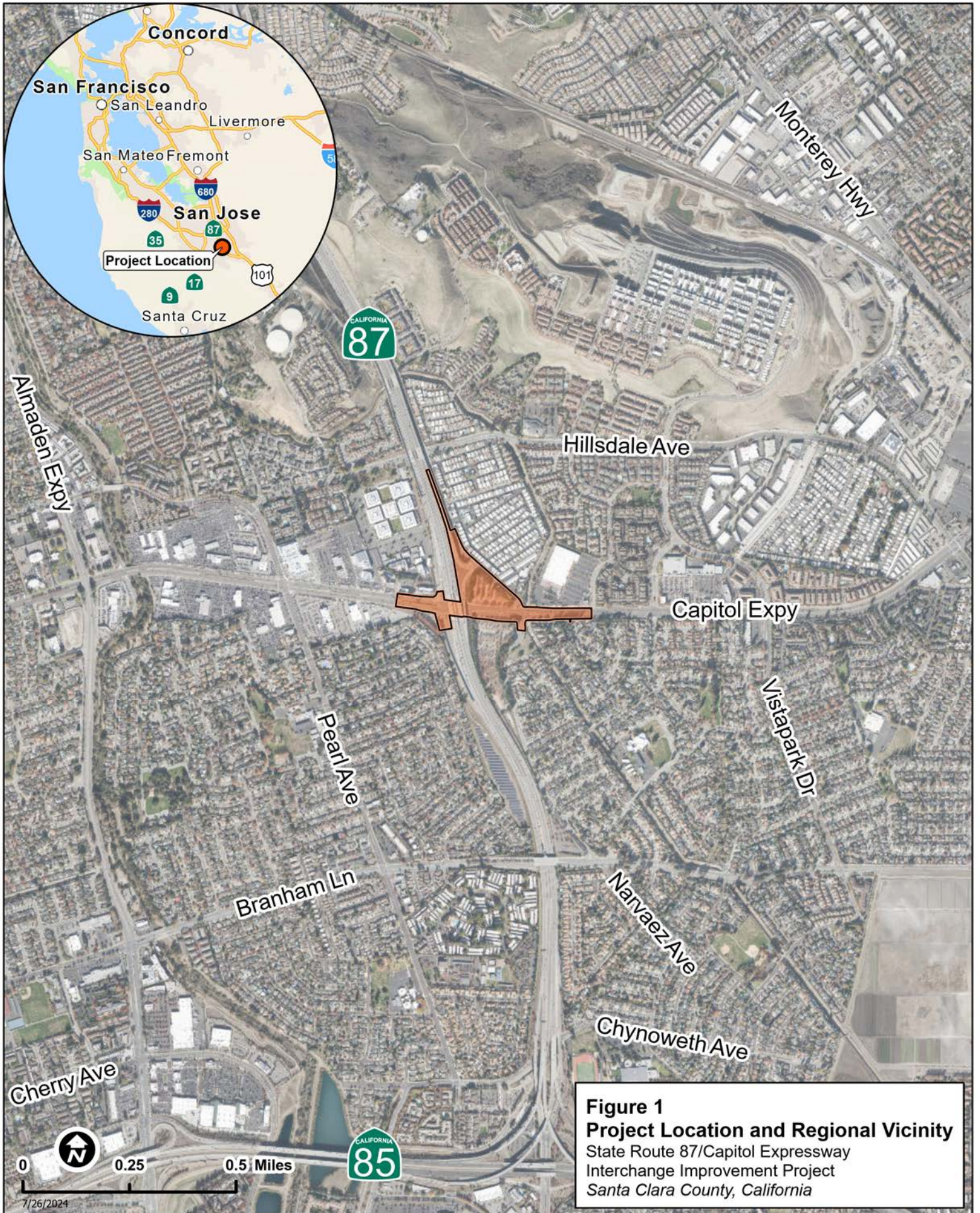
A traffic analysis will be completed for the Project. The traffic analysis will evaluate the improvements to the SR 87/Capitol Expressway interchange and nearby roadway operations. The traffic analysis will estimate traffic volumes for existing conditions, future opening year with and without the Project, and future design year with and without the Project. The environmental document will summarize the results of the traffic analysis (including impacts to bicycle and pedestrian circulation), identify avoidance and

minimization measures, and if necessary, mitigation measures will be identified to reduce or avoid traffic impacts.

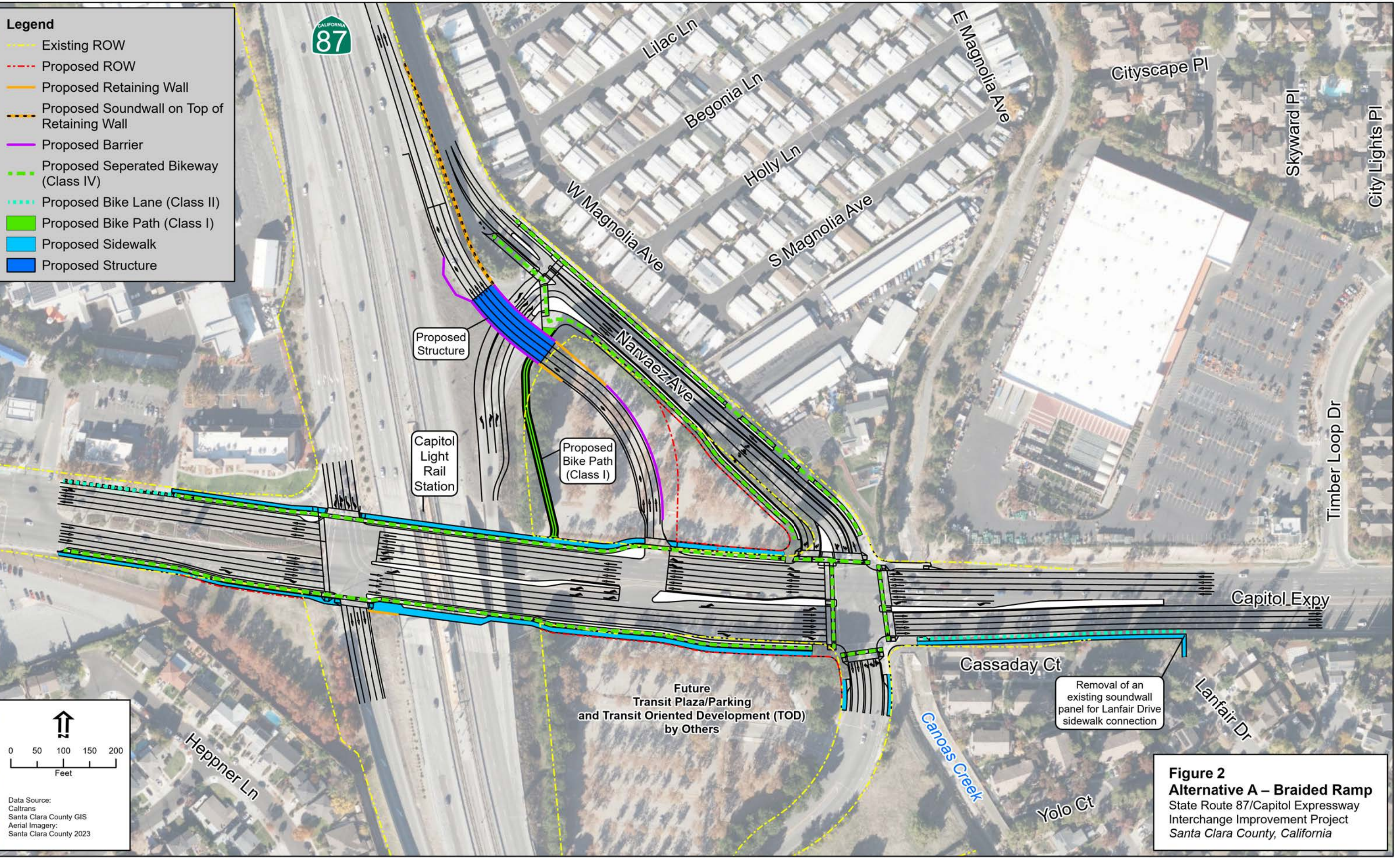
**Cortese List Notice**

Pursuant to Public Resource Code 21092.6(a), the Project area is not located on any sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (California Department of Toxic Substances Control list of various hazardous sites).

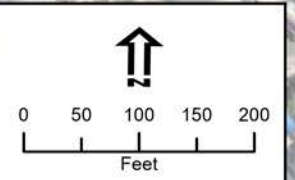








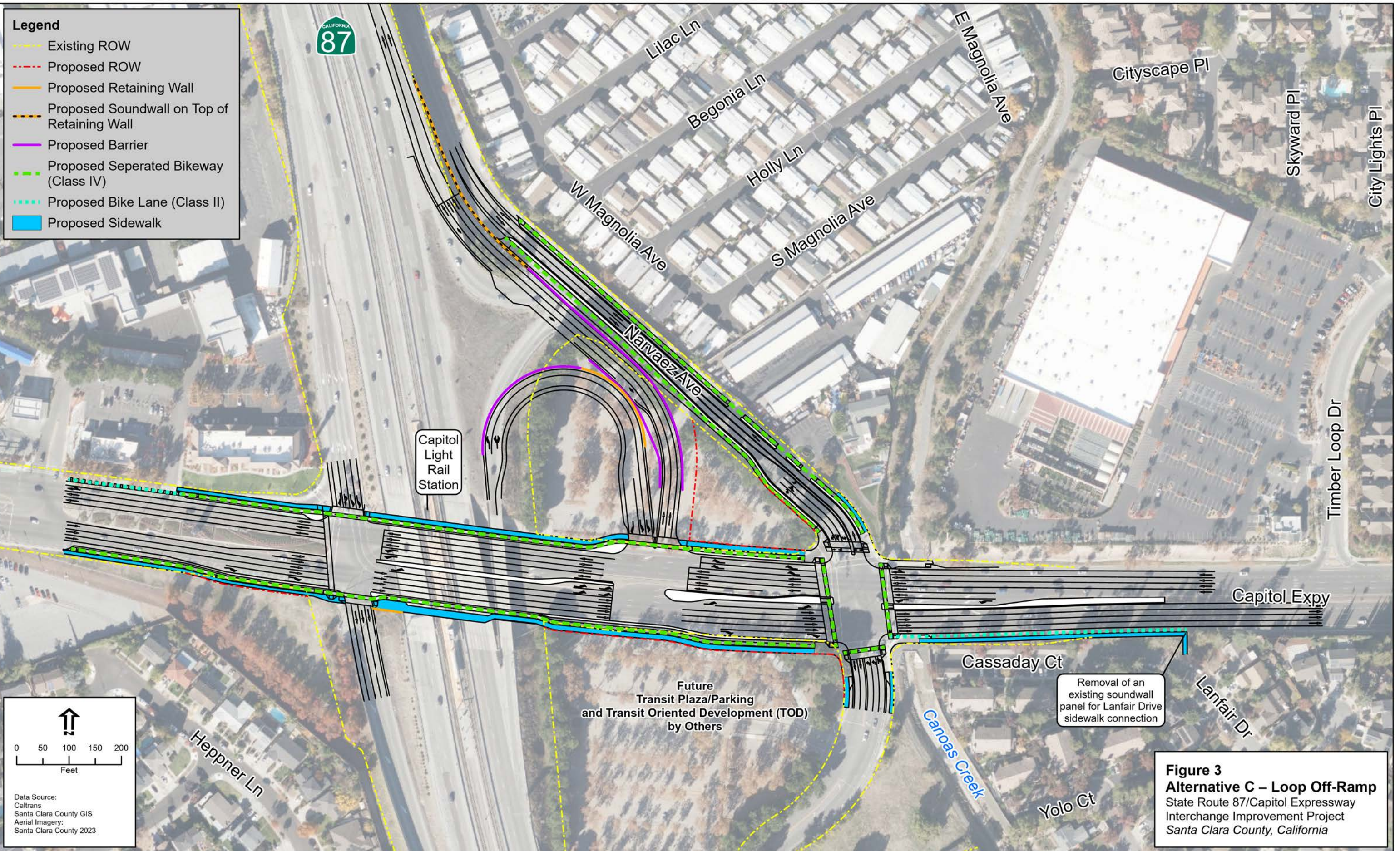
- Legend**
- Existing ROW
  - - - Proposed ROW
  - Proposed Retaining Wall
  - - - Proposed Soundwall on Top of Retaining Wall
  - Proposed Barrier
  - Proposed Separated Bikeway (Class IV)
  - Proposed Bike Lane (Class II)
  - Proposed Bike Path (Class I)
  - Proposed Sidewalk
  - Proposed Structure



Data Source:  
 Caltrans  
 Santa Clara County GIS  
 Aerial Imagery:  
 Santa Clara County 2023

**Figure 2**  
**Alternative A – Braided Ramp**  
 State Route 87/Capitol Expressway  
 Interchange Improvement Project  
 Santa Clara County, California





**Figure 3**  
**Alternative C – Loop Off-Ramp**  
 State Route 87/Capitol Expressway  
 Interchange Improvement Project  
 Santa Clara County, California



**From:** VTA Board Secretary  
**Sent:** Friday, August 9, 2024 5:31 PM  
**To:** VTA Board of Directors  
**Cc:** VTA Board Secretary  
**Subject:** VTA Correspondence: Week Ending 8/9/24

**VTA Board of Directors:**

We are forwarding to you the following correspondence:

<b>From</b>	<b>Topic</b>
David Dearborn, Member of the Public	BART Phase II

Thank you.

Office of the Board Secretary  
Santa Clara Valley Transportation Authority  
3331 North First Street, Building B  
San Jose, CA 95134-1927  
Phone **408-321-5680**



Conserve paper. Think before you print.

**From:** David D  
**Sent:** Thursday, July 25, 2024 12:35 PM  
**To:** VTA Board Secretary <Board.Secretary@vta.org>  
**Subject:** [EXTERNAL] Fwd: VTA BART Phase II Grant Funding

**CAUTION: This Message originated from outside VTA. Do not click links or open attachments unless you recognize the sender and know the content is safe!**

---

Dear Secretary,

Please pass this email and attached letter to Mr. Tellis to VTA Board members, Auditor General and post a copy of this as public comment for the next BSVII Oversight Committee meeting.

Thank you in advance,  
David Dearborn

Begin forwarded message:

**From:** David D <[ddaytond1@gmail.com](mailto:ddaytond1@gmail.com)>  
**Subject:** VTA BART Phase II Grant Funding  
**Date:** July 25, 2024 at 12:28:55 PM PDT  
**To:** "Tellis, Ray (FTA)" <[ray.tellis@dot.gov](mailto:ray.tellis@dot.gov)>

Dear Mr. Tellis,

As a former project manager with experience in high tech military components and subsystems with design and contracting experience, the intent of federal procurement and contracting regulations is clear; design, build and deliver the best value for the lowest reasonable cost efficiently and with integrity.

Watching the VTA subvert these basic principles, withhold key facts and information, mislead its board of directors, the press and public to advance a wasteful, risk laden, unnecessarily complex and costly design is disappointing to say the least.

Please consider this attached letter as the FTA recommends grant funding for this VTA BART Phase II project through town.

Thank you and best regards,

David Dearborn

July 25, 2024

To: Mr. Tellis, Administrator, FTA Region IX

Subject: Santa Clara County VTA BART Phase II extension through San Jose

Re: Fund value and purpose. NOT WASTE and ABUSE

Ask: PLEASE limit FTA grant funding for this project to **NO MORE than 45%** of the \$12.75B current estimate.

Why: This VTA large single bore design is laden with unnecessary risk, concrete, steel and features that add NO value, efficiency, capacity or environmental benefit over the formerly approved and proven twin bore design.

What is not said in the VTA request for 49.4% share of the \$12.75 Billion cost for this project... and what they refuse to discuss with the public or future operator (BART), is that for \$3-5Billion less, the original twin bore design for this project can:

- be in service 3 to 5 years faster;
- with nearly half the excavation, concrete, steel and risks,
- and associated environmental harm from construction;
- offer greater BART system compatibility and user convenience;
- lower O&M (operating and maintenance) cost;
- offer access to both sides of Santa Clara Street, (which current design does not);
- with proven designs, technology and construction processes.

PLEASE advise FTA to grant **NO MORE than 45%** of the \$12.75B.

This would provide ample funds to reset the design to the formerly approved twin bore; order smaller tunnel boring machines TMBs; process the FTA notice of design change (FONSI) for the the benefits outlined above, and complete this project as voters expected.

Please help the VTA remove waste and abuse from this design and get on with it.

Respectfully,

*// David Dearborn //*

Former high tech project manager, military subsystems with design and government contracting experience.

cc: Board directors of VTA and BART  
US DOT Office of Inspector General  
BART Inspector General  
VTA Auditor General  
VTA Project Oversight Committee  
Bay Area News Group  
Office of the US Secretary of Transportation