



Group #3 – Phase II Community Questions and Comments

1/28/15

Question: Berryessa and Alum Rock stations each have planned multi-level parking garages that will accommodate 2,500-3,500 vehicles combined. With no parking at the stations beyond Berryessa under the newly-proposed scenarios, how will you accommodate your commuter projections at what becomes the new southern commuter terminus at the Berryessa Station?

Answer: The four-station project is being evaluated, which includes parking at the Alum Rock and Santa Clara stations. The parking facilities at Berryessa Station have been designed to accommodate the forecast parking demand between opening day and the 2035 horizon year. However, the facility has also been designed to expand and accommodate future needs. Also, VTA is working with BART regarding multi-modal access to stations to align with BART's current approach regarding station access.

Question: Mention has been made of the requirement for a distance of one-mile between stations. What is the source of that policy? How is that distance measured? From end of station box to start of station box? From middle of box to middle of box? Other? Does the measurement follow the alignment of the tracks? Or is it computed "as the crow flies?" What accommodation to the policy is allowed when barriers to travel exist between the station boxes? In a meeting with Five Wounds community members, Nuria [VTA General Manager] mentioned that the 28th Street station was less than one mile from the Berryessa Station because the Berryessa Station had been shifted south. Exactly how far away from the Berryessa station is the 28th Street Station? How was that calculated? How does that compare to the proposed 23rd Street Calculation? How far away is the 28th Street Station from the Downtown Station Box? How far away is the 23rd Street Station box from the Downtown Station Box? What method is used to calculate those distances? Examination of the 2010 alignment shows that the Downtown Station Box is less than one mile away from the Diridon Station box. For what reasons are those station boxes allowed to be within one mile of each? Have those stations been relocated to accommodate this "one mile" rule.

Answer: There is no formal requirement or precise standard for the spacing between BART stations. Distance between stations is calculated by the project alignment, and generally based on the distance between the middle of stations. The Alum Rock Station (28th Street) is approximately 1.38 miles from the Berryessa Station. The Alum Rock location at 23rd Street is no longer being evaluated. The Alum Rock Station (28th Street) is approximately 1.87 miles to the Downtown San Jose Station location. The Downtown San Jose and Diridon stations are approximately .62 miles apart from each other. While there is not a formal requirement or precise standard for spacing between stations, this spacing is justified due to the major traffic generators and transit connection points of downtown San Jose and Diridon Station.



Question: Does VTA have an environmental justice committee or working group? When does it meet? What about BART's environmental justice committee? When does it meet? What policies has the VTA Board adopted regarding environmental justice? What policies has BART Board adopted regarding environmental justice?

Answer: VTA does not have an environmental justice committee or working group. However, VTA places strong consideration on whether project alternatives would have disproportionate health and environmental effects on neighborhoods identified as high minority or low income as defined by Executive Order No. 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*.

VTA conducts extensive public outreach to coordinate and communicate with minority and low-income population communities throughout the environmental review process. Community members will continue to have the opportunity to provide substantive input into the current project design, alignment choices, station area planning, and construction approach. BART has a Title VI/Environmental Justice Committee, which meets approximately every other month.

Question: We understand that VTA cost estimates for the BART project have escalated by over 18% (\$760 million) in the last year. If this is correct, why so much?

Answer: The cost escalation referenced was based on increases from a 2008 \$3.962 billion (year of expenditure dollars) cost estimate that only accounted for to-go costs (costs going forward). The updated 2014 project cost of \$4.7 billion (year of expenditure dollars) is based on 2014 market conditions with the assumption that revenue serve will begin in 2025. This estimate reflects a project scope based on a more recent travel demand forecast (ridership, parking demand, etc.) and reflects historical expenditures incurred to date.

Question: How long after a Silicon Valley Rapid Transit Program Working Committee meeting should the public expect the minutes to be posted? The minutes from the October 6 meeting have yet to be posted on the VTA Web site, and it is October 26 as I write this question.

Answer: Meeting minutes for the SVRT Program Working Committee are posted within a month of the meeting date or prior to when the packet for the next meeting is released.

Question: Regarding a connection to SJC, wouldn't a more cost-effective bus connection from Diridon solve that perceived need rather than tunneling two miles to Santa Clara? Wouldn't BART to Santa Clara be redundant since it's already served by Caltrain?

Answer: Tunneling to Santa Clara is necessary for the Santa Clara Station and storage and maintenance of BART's expanded fleet of vehicles (including vehicles for VTA's BART Silicon



Valley Extension) at Newhall Yard. VTA has analyzed train storage in a tunnel with a shortened tunnel and this option would result in limited benefit while being cost prohibitive.

The City of San Jose has initiated a study that will evaluate alternatives to provide an SJV connection from Diridon Station.

Question: Collaboration with City. To what extent is VTA obliged to follow-through on its commitments to San Jose? VTA was involved in the development of the Five Wounds/Brookwood Terrace Urban Village, commenting on the plan. VTA Planning Director John Ristow attended nearly all Envision 2040 meetings which included Five Wounds/Brookwood Terrace urban village. BART and San Jose's land use plans are inter-dependent. Is VTA free to change any transportation plans for any project, BART included, without regard to its prior commitments to other government agencies? If the City of San Jose were to pass a resolution of non-support for the 23rd Street alignment, what weight would that have in VTA's decision making process?

Answer: VTA is not evaluating an Alum Rock 23rd Street location. Staff has established coordination efforts with City staff in regards to the project and land-use planning

Question: In what creative ways could VTA fund the construction of a BART station at 28th Street? How might VTA partner with private developers in the construction of the subway station AND the Five Wounds Village above? What details of the Five Wounds Village Plan might need to change in order to make this scenario appealing to both VTA and private developers?

Answer: VTA continues to look at alternate ways to fund a four-station Phase II project, such as Cap & Trade, Value Capture, and other strategies that continue to emerge. How VTA could partner with private developers and any changes that would need to occur with the Five Wounds Village Plan would need further analysis and the mobilization of a broader process to engage with private investors and local stakeholders, but VTA is willing to discuss with the city of San Jose and the community as to how to further explore such opportunities.

Question: VTA has some etched-in-stone requirements for the Alum Rock Station @ 28th Street. The subway station, of course, as well as supporting infrastructure. But there's also a single major parking structure for as many as 2,500 vehicles, perhaps 4-6 stories tall, planned at the northernmost corner of the site. Could the 2,500 vehicles be accommodated in multiple parking structures built across the site that could serve both BART patrons and residents and employees of the urban village above the station? Could these multiple parking structures be built in such a way as to be virtually hidden by the commercial and residential development above and/or around the actual parking areas? Could these multiple parking structures perhaps serve vehicles coming from different directions entry points; i.e. the northernmost structure



serve commuters entering from E. Julian St. (from both Downtown and NB Hwy 101); a structure built along today's N. 30th St. serve SB Hwy 101 commuters with direct access from

the freeway; and a structure along Five Wounds Lane serve commuters from E. Santa Clara St. Could these multiple parking structures be built to accommodate as many as 5,000 vehicles to increase both commercial and residential densities of the urban village? Could these multiple parking structures be built at least partially underground in either case of 2,500 or 5,000 vehicles? Could these multiple parking structures be built in cooperation with one or more developers building the commercial and residential buildings of the urban village? Can this concept of multiple parking structures serving as many as 5,000 vehicles entering the station area from different directions and entry points become part of the upcoming EIR for the master plan?

Answer: Station campuses are still at a relatively low level of engineering design, so adjustments to parking facilities are feasible. However, there are several considerations that would need to be evaluated, including further evaluation of passenger ridership and mode splits, station area access and circulation, technical project needs, and environmental clearance requirements. Further, as indicated above, a much broader dialogue with private investors, the City of San Jose and stakeholders is necessary to evaluate the suggestions presented.