Improvements at SR-17/I-280/I-880 Interchange and I-880/Stevens Creek Boulevard Interchange

Santa Clara County, California

District 4 - SCL - 280 (PM 5.10 - 5.20),
District 4 - SCL - 880 (PM 0.00 - 0.70)
445600
Project ID 0400001081

FINAL ENVIRONMENTAL IMPACT REPORT / ENVIRONMENTAL ASSESSMENT

Prepared by the State of California Department of Transportation

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

Caltrans

July 2011

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SCH # 2009012021
04-SCL-280-PM 5.10/5.20
04-SCL-880-PM 0.00/0.70
EA 04-445600

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Santa Clara County, California

FINAL ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL ASSESSMENT

Submitted Pursuant to: (State) Division 13, California Public Resources Code (Federal) 42 USC 4332(2) C

THE STATE OF CALIFORNIA
Department of Transportation

7-8-11
Date of Approval

Bijan Sartipi
District Director
California Department of Transportation
CEQA and NEPA Lead Agency

CALIFORNIA DEPARTMENT OF TRANSPORTATION
FINDING OF NO SIGNIFICANT IMPACT

FOR THE

IMPROVEMENTS AT
SR-17/I-280/I-880 INTERCHANGE
AND
I-880/STEVENS CREEK BOULEVARD INTERCHANGE
PROJECT

The California Department of Transportation (Caltrans) has determined that the Build Alternative will have no significant impact on the human environment. This FONSI is based on the attached EA, which has been independently evaluated by Caltrans and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an EIS is not required. Caltrans takes full responsibility for the accuracy, scope, and content of the attached EA.

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried-out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.

7-8-11
Date of Approval

Bijan Sartipi
District Director
California Department of Transportation
NEPA Lead Agency

Summary

JOINT CEQA/NEPA DOCUMENT

The proposed project is a joint project by the California Department of Transportation (Department) and the Federal Highway Administration (FHWA), and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The Department is the lead agency under NEPA. The Department is the lead agency under CEQA. In addition, FHWA's responsibility for environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 U.S.C. 327.

Some impacts determined to be significant under CEQA may not lead to a determination of significance under NEPA. Because NEPA is concerned with the significance of the project as a whole, it is quite often the case that a "lower level" document is prepared for NEPA. One of the most commonly seen joint document types is an Environmental Impact Report/Environmental Assessment (EIR/EA).

Following receipt of public comments on the Draft EIR/EA and preparation of the Final EIR/EA, the Department has certified that the project complies with CEQA and has adopted findings for all significant impacts identified and mitigation measures that were included as conditions of project approval. A Notice of Determination will be filed with the State Clearinghouse. Similarly, the Department, as assigned by FHWA, determined that the NEPA action does not significantly affect the environment. The Department has issued a Finding of No Significant Impact (FONSI) in accordance with NEPA.

OVERVIEW OF PROJECT AREA

The proposed project is located at the connection of the State Route 17 (SR-17), Interstate 280 (I-280) and Interstate 880 (I-880) freeways in the City of San Jose, Santa Clara County, California.

The existing SR-17/I-280/I-880 interchange is a full access facility, meaning that motorists traveling on SR-17, I-280, or I-880 are able to connect to the intersecting freeway in either direction. Immediately adjacent to, and north of, the SR-17/I-280/I-880 interchange is the I-880/Stevens Creek Boulevard interchange, which is also a full access facility.

PURPOSE AND NEED

The proposed project has the following purposes:

- Improve operations and safety on the freeways and local roadways in the vicinity of the closely-spaced I-880/Stevens Creek Boulevard and SR-17/I-280/I-880 interchanges.

- Improve traffic circulation between the I-280/I-880 freeway corridors and the land uses that are located in the vicinity of these interchanges, including residential neighborhoods in the Cities of San Jose and Santa Clara, several major shopping centers and retail corridors, and two hospitals.

- Reduce traffic congestion and delay in the project area.

The need for the project is summarized as follows:

- ***Substantial regional growth has occurred along the SR-17, I-880, and I-280 corridors.*** Traffic volumes on these freeways have increased substantially as a result of the region's growth.

- ***Substantial residential and commercial growth has occurred in the area of the Stevens Creek Boulevard corridor.*** Included in this growth are several expansions of a large regional shopping mall (Westfield Valley Fair) and the construction of a large mixed-use development (Santana Row). High traffic volumes have resulted from this growth.

- ***Proximity of the SR-17/I-280/I-880 freeway-to-freeway interchange to the adjacent I-880/Stevens Creek Boulevard interchange, which connects to a major arterial street***. This requires substantial weaving within short distances. When combined with high traffic volumes, the short weave distances produce congestion and delay, which increases the potential for accidents to occur.

- ***Substantial Peak-Period Congestion.*** Significant weaving conflicts occur on the northbound I-880 collector-distributor roadway. The weave conflicts combine with high traffic volumes to create congestion that frequently backs up onto I-280, sometimes as far back as the Leigh Avenue undercrossing. This results in an undesirable situation where traffic can be at a standstill on I-280 in the lane that leads to northbound I-880 and Stevens Creek Boulevard, with high speed traffic passing on both sides of the stopped vehicles.

- ***Deficiencies of Cloverleaf Interchange Design at I-880/Stevens Creek Boulevard.*** The existing design is inadequate to accommodate the traffic demand. This design, coupled with high traffic volumes, makes it difficult for bicyclists and pedestrians to traverse the area.

PROPOSED ACTION

This EIR/EA evaluates the "Build Alternative" and the "No Build Alternative". The Build Alternative would construct improvements to the SR-17/I-280/I-880 and I-880/Stevens Creek Boulevard interchanges.

BUILD ALTERNATIVE

There are two major components of the Build Alternative:

- Reconfiguration of I-880/Stevens Creek Boulevard Interchange
- Construction of Northbound I-280 to Northbound I-880 Direct Connector Ramp

A summary of the main improvements within each of the two major components is provided below. Details are provided in Section 1.3.1 of this document.

Reconfiguration of I-880/Stevens Creek Boulevard Interchange

The existing I-880/Stevens Creek Boulevard interchange is a full cloverleaf interchange that includes diagonal and loop on- and off-ramps in all four quadrants. The project proposes to modify this interchange as follows:

a) The existing loop off-ramp from northbound I-880 to westbound Stevens Creek Boulevard will be removed.

b) The existing loop off-ramp from southbound I-880 to eastbound Stevens Creek Boulevard will be removed.

c) The existing loop on-ramp from westbound Stevens Creek Boulevard to southbound I-880 will be removed.

d) The existing off-ramp from southbound I-880 to westbound Stevens Creek Boulevard will be widened and realigned to a diamond-configured off-ramp and will include a direct connection to Monroe Street.

e) The existing on-ramp from eastbound Stevens Creek Boulevard to southbound I-880 will be widened and realigned to the east.

f) The existing off-ramp from northbound I-880 to eastbound Stevens Creek Boulevard will be widened and realigned to a diamond-configured off-ramp.

g) The existing on-ramp from westbound Stevens Creek Boulevard to northbound I-880 will be widened and realigned.

h) The existing loop on-ramp from eastbound Stevens Creek Boulevard to northbound I-880 will be widened.

i) The existing overcrossing structure that conveys Stevens Creek Boulevard over the freeway will be widened by up to 40 feet. This will accommodate the widening of Stevens Creek Boulevard by the project within the project limits, as well as possible future bus rapid transit.

Construction of Northbound I-280 to Northbound I-880 Direct Connector Ramp

A new "flyover" direct connector ramp from northbound I-280 to northbound I-880 will be constructed. The new ramp will be elevated on a bridge structure above the off-ramp to Stevens Creek Boulevard from northbound I-280 and I-880.

NO BUILD ALTERNATIVE

The No Build Alternative would consist of not constructing the project, which would avoid all of the environmental impacts of the Build Alternative, as described in this document. However, the No Build Alternative would not meet any of the purposes or needs of the project.

PROJECT IMPACTS

Table S-1 provides a brief summary of the environmental impacts of the Build and No Build Alternatives, as well as avoidance, minimization, and/or mitigation measures. The reader is referred to Chapter 2 of this EIR/EA for detailed discussions of the existing setting, impacts, and avoidance, minimization, and/or mitigation measures. The following impact categories are not included in Table S-1 as the analyses contained in this EIR/EA determined that neither the Build Alternative nor the No Build Alternative will result in any impacts:

- Environmental Justice
- Geology
- Special-Status Plants
- Cultural Resources
- Natural Communities & Wetlands
- Threatened & Endangered Species

COORDINATION WITH PUBLIC AND OTHER AGENCIES

Construction of the Build Alternative will require an encroachment permit from the City of San Jose for all work extending onto local streets within San Jose. The application for the encroachment permit will be submitted to the City during final design. A National Pollution Discharge Elimination System (NPDES) permit will also be required to address stormwater pollution issues.

TABLE S-1

SUMMARY OF ENVIRONMENTAL IMPACTS AND AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

Impact	No Build Alternative	Build Alternative	Avoidance, Minimization and/or Mitigation Measures
Land Use (Section 2.1)			
Consistency with Plans and Programs	Inconsistent with local & regional transportation plans.	Consistent with state, regional, and local plans and programs.	None required
Effect on Adjacent Land Uses	No effect	Will not result in substantial impacts to adjacent land uses.	None required
Growth (Section 2.2)			
Potential to Induce Growth	No effect	Will not open additional areas to development. There are no pending or recently-approved projects whose construction is conditioned upon the implementation of this alternative.	None required
Relocations and Real Property Acquisition (Section 2.3)			
# of Residential Relocations	No effect	3 single-family dwellings (501, 517, and 537 Parkmoor Avenue)	Residents will receive relocation assistance in accordance with federal regulations and the provisions of the Department's Relocation Assistance Program.
Utilities and Emergency Services (Section 2.5)			
Effect on Utilities	No effect	Disruption in utility services will not occur.	None required
Effect on Emergency Services	No effect	Indirect benefit: by reducing congestion, response times will likely improve.	None required
Transportation and Traffic (Section 2.6)			
Effect on Freeway Operations	Existing congestion, delay and queuing will worsen over time as growth continues.	Beneficial effect, most notably on northbound I-280. Reduction in total vehicle-hours-of-delay will be 2% during AM peak, 15% during PM peak, and 36% during Saturday mid-day peak.	None required

TABLE S-1

SUMMARY OF ENVIRONMENTAL IMPACTS AND AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

Impact	No Build Alternative	Build Alternative	Avoidance, Minimization and/or Mitigation Measures
Effect on Freeway Ramp Operations	Existing congestion, delay and queuing will worsen over time as growth continues.	Ramp queues will be reduced. Travel times for vehicles traveling from NB I-280 to NB I-880 will be substantially improved.	None required
Effect on Overall Traffic Patterns	No effect	No effect	None required
Effect on Intersection Operations	Existing congestion, delay and queuing will worsen over time as growth continues.	Increased capacity will allow more vehicles to reach some intersections. Therefore, effects at intersections will be mixed, depending on location.	None required
Bicycle and Pedestrian Effects	No effect	The reconfiguration of the I-880/Stevens Creek inter-change will improve safety for pedestrians and bicyclists traversing that area.	None required
Visual/Aesthetics (Section 2.7)			
Effect near Parkmoor Avenue, in vicinity of three homes to be removed	No effect	Residents to the east of the residences that will be acquired will experience substantial visual impacts as highway screening vegetation within the three properties is removed and views of the highway features are fully afforded.	At the location where the three homes will be removed, a dense grove of fast growing evergreen trees such as redwood trees will be planted between the edge of Parkmoor Avenue and the soundwall and between the soundwall and the ramps to provide a dense visual screen.
Effect near the Hodges Ave./Pioneer Ave. Intersection	No effect	Views to the west of this single-family neighborhood will substantially change.	A metal beam guardrail (or similar barrier) will be installed along the easterly edge of the ramp and collector-distributor road adjacent to the neighborhood. Trees will be preserved between the guardrail & the right-of-way line.
Effect of Elevated New NB-280-to-NB-880 Connector Ramp	No effect	At it's highest point, ramp will be 20' above ground elevation level of adjacent homes and will be visible in adjacent neighborhood.	Structure will be treated with texture and/or color. Fast-growing trees will be planted.

TABLE S-1

SUMMARY OF ENVIRONMENTAL IMPACTS AND AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

Impact	No Build Alternative	Build Alternative	Avoidance, Minimization and/or Mitigation Measures
Effect of Soundwalls	No effect	Residents in the neighborhoods east & west of I-880, north of I-280, will see soundwalls with heights of up to 14 feet.	Fast growing vines will be planted at the bases of the new soundwalls to grow up and cover the uniform surfaces of the walls to soften their appearance.
Removal of Landscaping along Freeways and Ramps	No effect	Roughly 12 acres of landscaping will be removed within the I-880 corridor.	Highway planting that has been damaged or removed shall be replaced at a level equal to the current allowable maximum cost per acre. Replacement planting shall be provided within the project limits wherever feasible.
Water Quality and Stormwater Runoff (Section 2.9)			
Increase in Impervious Surfaces and Stormwater Runoff	No effect	The project will create approximately 4.7 acres of new impervious surfaces within the Guadalupe watershed area that encompasses 170 sq. miles.	The design of the project includes Best Management Practices (BMPs) to reduce the pollutant component of stormwater runoff.
Hazardous Waste/Materials (Section 2.11)			
Exposure to Aerially-Deposited Lead (ADL), Asbestos-Containing Materials, and/or Lead-Based Paint	No effect	During construction, workers could be exposed to ADL, hydrocarbons, thermoplastics, asbestos-containing materials, and/or lead-based paint.	A soil investigation will be conducted to determine whether ADL has affected soils that will be excavated. Recommendations will be made regarding management and disposal of affected soils including the potential reuse of ADL-affected soil. Testing for the presence of lead-based paint and asbestos on the existing structures will occur. If these substances are found to be present, applicable regulations pertaining to their removal and disposal will be followed.

TABLE S-1

SUMMARY OF ENVIRONMENTAL IMPACTS AND AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

Impact	No Build Alternative	Build Alternative	Avoidance, Minimization and/or Mitigation Measures
Air Quality (Section 2.12)			
Conformance with Clean Air Act	n/a	The project is included in the Regional Transportation Plan and the Transportation Improvement Program, both of which have been found to conform to the Clean Air Act.	None required
Effect on Emissions of Carbon Monoxide	No effect	Project will not cause or contribute to any localized carbon monoxide violations.	None required
Effect on Emissions of Air Toxics	No effect	Changes in emissions of air toxics due to the project will be minimal.	None required
Noise (Section 2.13)			
Changes in Noise Levels Compared to Existing Conditions	0 to +3 dBA	-3 dBA to +2 dBA, not including benefits from new soundwalls	None required
Noise Levels Exceed Noise Abatement Criteria?	Yes	Yes	Noise abatement soundwalls are proposed, which will lower noise levels by 6 to 16 dBA, depending upon location.
Animal Species (Section 2.17)			
Effect on Nesting Migratory Birds	No effect	There is a potential that construction activities during February through October could impact nesting migratory birds that are protected under the Migratory Bird Treaty Act and California Fish & Game Code.	Vegetation that will be impacted by the project will be removed during the non-breeding season, if feasible, to help preclude nesting. If it is not feasible to schedule vegetation removal during the nonbreeding season, then pre-construction surveys for nesting birds will be conducted (Feb-Oct) to ensure that no nests will be disturbed.

TABLE S-1 SUMMARY OF ENVIRONMENTAL IMPACTS AND AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES			
Impact	**No Build Alternative**	**Build Alternative**	**Avoidance, Minimization and/or Mitigation Measures**
Invasive Species (Section 2.19)			
Effect on Invasive Plant Species	No effect	Non-invasive species will be utilized for landscaping and the project is not anticipated to introduce any new infestations of invasive species.	Prior to grading, areas currently infested with invasive species will be cleared of vegetation and all vegetative material will be incinerated off-site or disposed of in a landfill, taking care to prevent any seed dispersal during the process. Native seed from a local source will be planted on all disturbed ground and native species will be used in landscaping. Soil substrate disturbed during construction will be stabilized by native hydroseed, preventing the majority of non-native, invasive plant species' seeds from germinating.
Construction Impacts (Section 2.20)			
Temporary Traffic Impacts	No effect	Except for temporary off-peak lane closures, the same number of traffic lanes will be maintained on the freeways and local streets during the construction period. Narrowed lanes on the freeways through the construction zone will be likely. No roadway or driveway access to businesses is expected to be severed during the construction of the project.	Prior to construction, a Transportation Management Plan will be prepared.

TABLE S-1

SUMMARY OF ENVIRONMENTAL IMPACTS AND AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES

Impact	No Build Alternative	Build Alternative	Avoidance, Minimization and/or Mitigation Measures
Temporary Air Quality Effects	No effect	Dust generated during construction may create a nuisance at nearby properties, and may constitute a health effect for children or persons with chronic health problems.	The project will follow Caltrans Standard Specification 14-09.02, Standard Specification 10, and Standard Specification 18, which address the requirements of the Bay Area Air Quality Management District (BAAQMD) and dust control and dust palliative application, respectively. The project will also implement all feasible PM10 construction emissions control measures required by the BAAQMD.
Temporary Noise and Vibration Effects	No effect	Construction activities will result in a significant short-term rise in noise levels at residences located adjacent to, and in the vicinity of, the project.	All internal combustion engine driven equipment will be equipped with intake and exhaust mufflers that are in good condition. Unnecessary idling of internal combustion engines within 100 feet of residences will be strictly prohibited. Staging of construction equipment within 200 feet of residences will be avoided. All stationary noise-generating construction equipment will be located as far as practical from residences. All construction equipment will be required to conform to Section 14-08.02 - Sound Control Requirements of the Department's latest Standard Specifications. Demolition and pile driving activities should be limited to daytime hours only. If nighttime, impulsive work is required, a construction noise monitoring program will be implemented to provide additional mitigation as necessary for affected receivers.

TABLE S-1 SUMMARY OF ENVIRONMENTAL IMPACTS AND AVOIDANCE, MINIMIZATION AND/OR MITIGATION MEASURES			
Impact	**No Build Alternative**	**Build Alternative**	**Avoidance, Minimization and/or Mitigation Measures**
Temporary Water Quality Effects	No effect	Construction activities have the potential to degrade water quality in the form of sedimentation, erosion, and leaking fuels/lubricants from equipment. At this location, the water quality of various creeks could be affected by construction activities because most of the storm drains discharge into the creeks.	Active paved construction areas will be swept and washed as needed. Silt fencing or straw wattles will be used to retain sediment on the project site. Temporary cover of disturbed surfaces or temporary slope protection measures will be provided to help control erosion. Permanent cover & revegetation will be provided to stabilize disturbed surfaces. No debris, soil, silt, sand, bark, slash, sawdust, cement, concrete, washings, petroleum products, or other organic or earthen material shall be allowed to enter into or be placed where it may be washed by rainfall or runoff into any waterways.
Cumulative Impacts (Section 2.21)			
Cumulative Effects	No effect	Cumulative impacts will not be substantial.	None required

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CHAPTER 1 PROPOSED PROJECT

1.1 INTRODUCTION

The proposed project is located at the connection of the State Route 17 (SR-17), Interstate 280 (I-280), and Interstate 880 (I-880) freeways in the City of San Jose, Santa Clara County, California.[1] The reader will note that SR-17 and I-880 are the same highway; north of I-280 the freeway is designated as I-880 and south of I-280 the freeway is designated as SR-17. See Figures 1 and 2 for the project's location.

The existing SR-17/I-280/I-880 interchange is a full access facility, meaning that motorists traveling on SR-17, I-280, or I-880 are able to connect to the intersecting freeway in either direction. Immediately adjacent to, and north of, the SR-17/I-280/I-880 interchange is the I-880/Stevens Creek Boulevard interchange, which is also a full access facility.

Due to the proximity of the SR-17/I-280/I-880 interchange to the I-880/Stevens Creek Boulevard interchange, north-south collector-distributor roads are in place.[2]

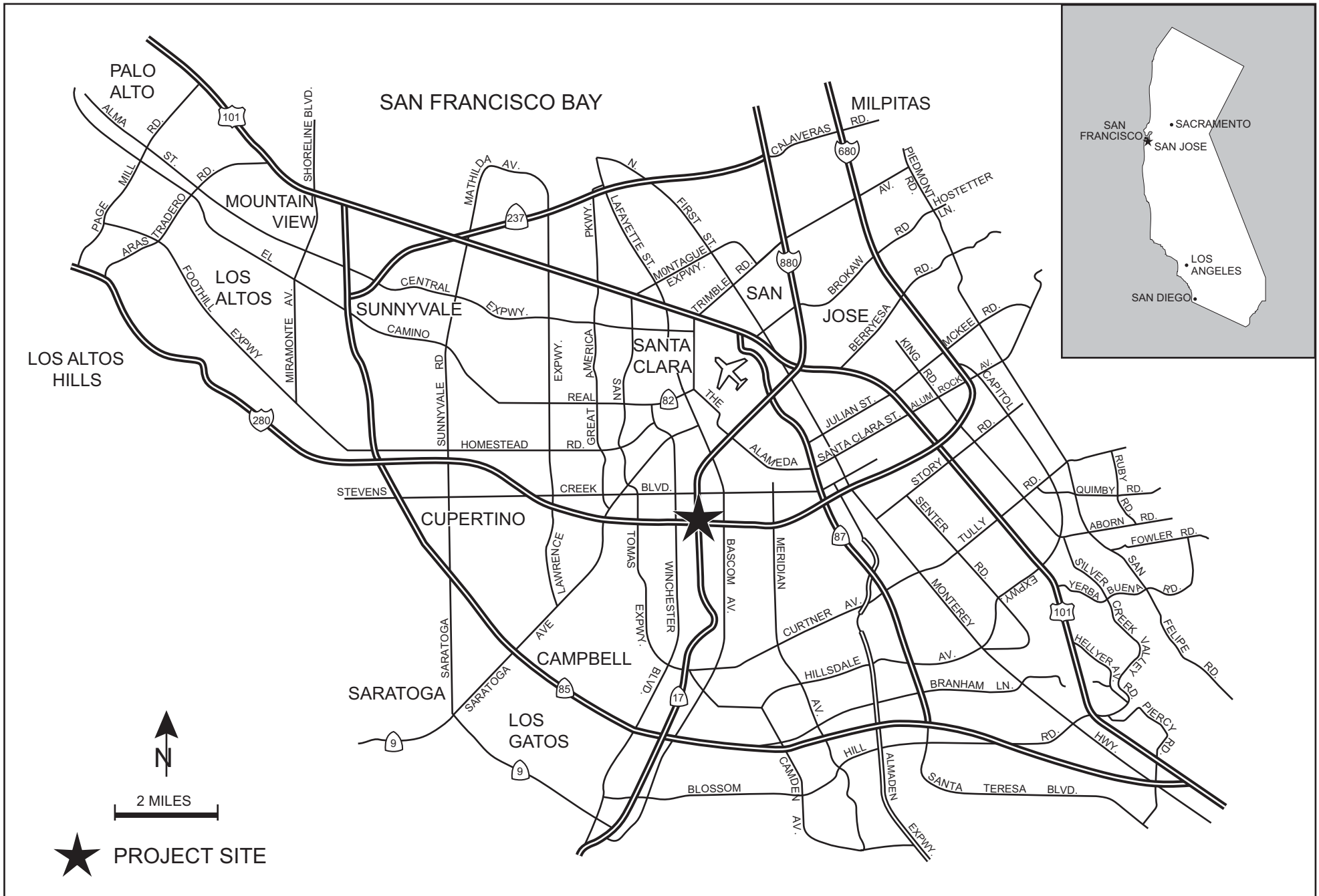
The California Department of Transportation (Department), in cooperation with the Santa Clara Valley Transportation Authority (VTA) and the City of San Jose, proposes to modify the SR-17/I-280/I-880 freeway-to-freeway interchange itself, as well as to the adjacent interchange at I-880/Stevens Creek Boulevard. There are two major components, which consist of 1) the reconfiguration of the I-880/Stevens Creek Boulevard interchange, and 2) the construction of a direct connector ramp from northbound I-280 to northbound I-880. The improvements are shown on Figure 3. The detailed project description is found in Section 1.3.

The proposed project will 1) improve operations and safety on the freeways and local roadways in the vicinity of these interchanges, and 2) provide additional access between the I-280/I-880 freeway corridors and nearby land uses.

The project is included in the Metropolitan Transportation Commission's (MTC) Regional Transportation Plan (RTP) 2035 as project number 21719. It is also included in the adopted 2009

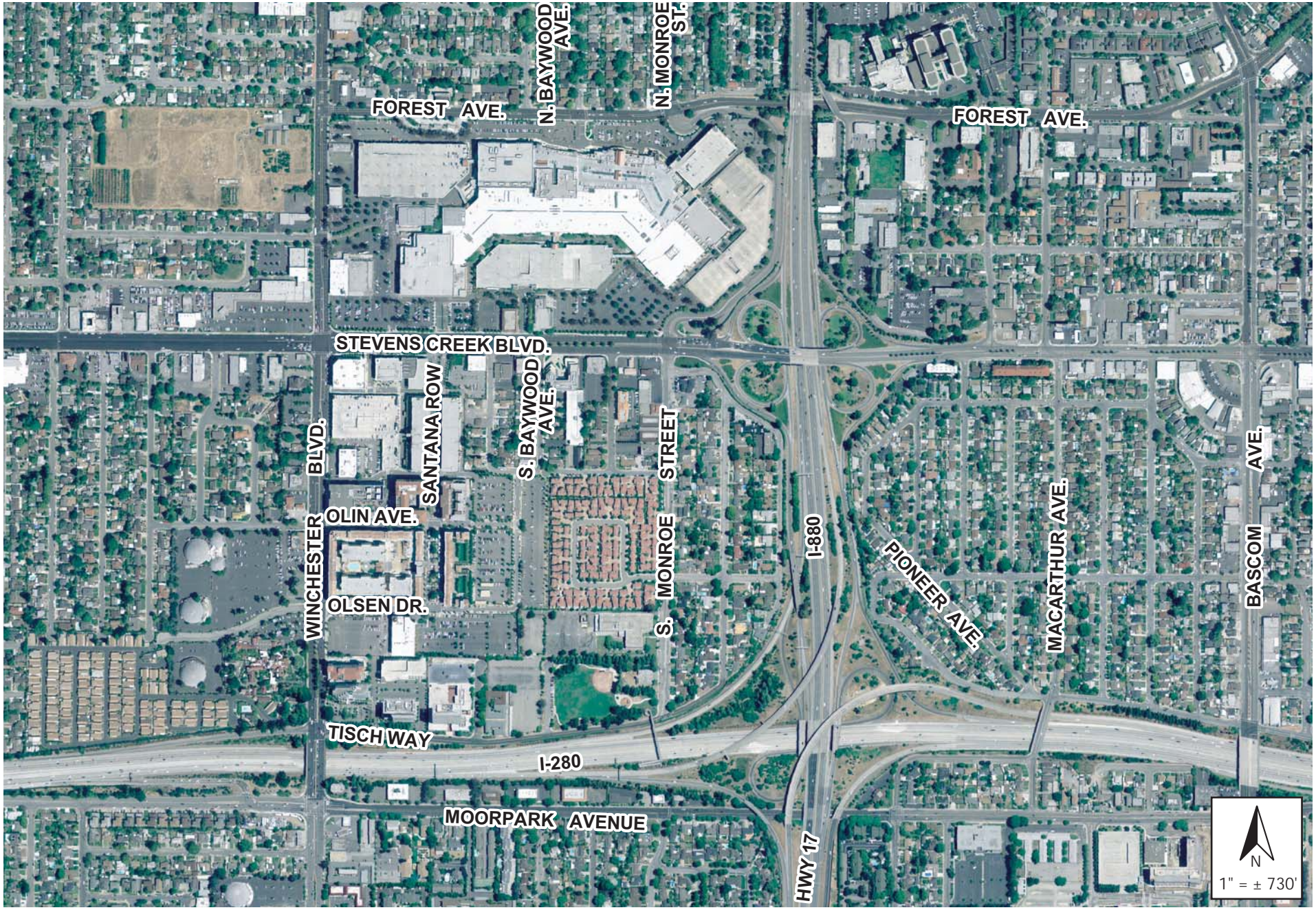
[1]While SR-17, I-880, and I-280 are each referred to as north-south freeways because their overall alignment runs north-south, I-280 is oriented in an east-west direction at the project location. Nonetheless, when referring to overall direction of travel, this report will utilize the commonly-used phrases of north- and southbound I-280, north- and southbound I-880, and north- and southbound SR-17.

[2]A collector-distributor road is typically constructed on the freeway system where there is a relatively short distance between adjacent interchanges, as is the case on I-880 with the Stevens Creek and I-280 interchanges. The collector-distributor road facilitates traffic operations and safety by separating merging and weaving traffic from thru traffic.



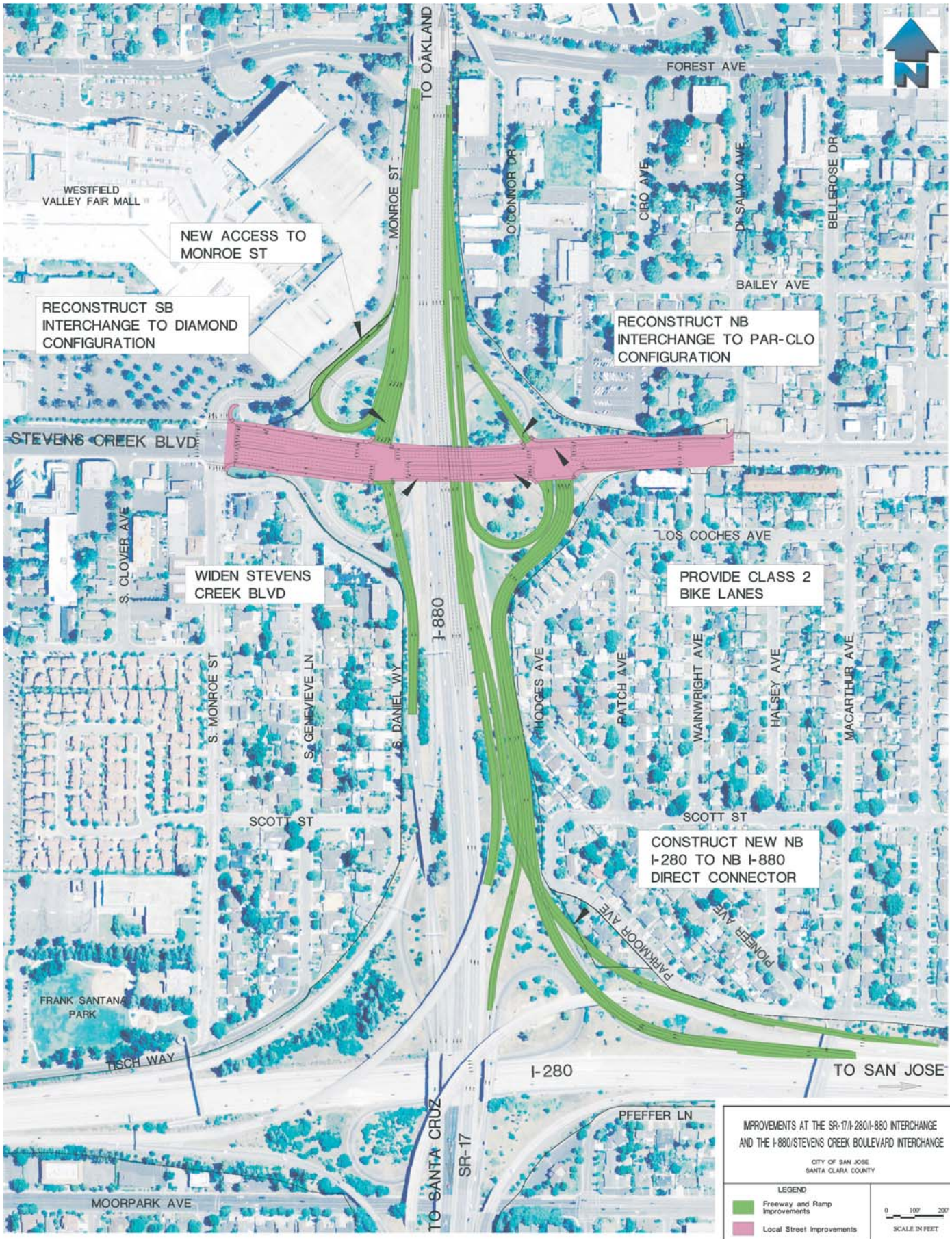
REGIONAL MAP

FIGURE 1



VICINITY MAP

FIGURE 2



BUILD ALTERNATIVE

FIGURE 3

Regional Transportation Improvement Program (RTIP) for the San Francisco Bay Area, where it is identified on page 352 as SCL070002.[3]

The project has independent utility, meaning that the proposed improvements can be implemented within the project limits and completion of other projects would not be required in order to realize the operational benefits of the proposed improvements. Establishing independent utility is important to avoid "project segmentation".[4]

The project has logical starting and ending points or termini. The end points were selected to allow for construction of the proposed improvements and the integration of such improvements with the existing freeways and local street system.

For this project, the Department is the Lead Agency under both CEQA and NEPA.

1.2 PURPOSE AND NEED

1.2.1 Purpose of the Proposed Project

The proposed project has the following purposes:

- Improve operations and safety on the freeways and local roadways in the vicinity of the closely-spaced I-880/Stevens Creek Boulevard and SR-17/I-280/I-880 interchanges.
- Improve traffic circulation between the I-280/I-880 freeway corridors and the land uses that are located in the vicinity of these interchanges, including residential neighborhoods in the Cities of San Jose and Santa Clara, several major shopping centers and retail corridors, and two hospitals.
- Reduce traffic congestion and delay in the project area.

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[3]The scope of the project listed in the RTP and TIP includes a new off-ramp from northbound I-280 to Winchester Boulevard and, therefore, is larger than the current scope. Following the decision to eliminate the new off-ramp from I-280 to Winchester from the project, MTC was consulted for the purpose determining whether this change in project scope would invalidate the regional air quality conformity emissions analysis. In a written response dated February 9, 2011, MTC stated that this change would not trigger a new regional or project-level air quality conformity analysis. See Appendix F for a copy of this response.

[4]**Project Segmentation** would occur if a project were defined such that the proposed improvements (and/or benefits resulting from the proposed improvements) would be contingent upon the completion of additional projects. NEPA and CEQA require agencies to analyze "the whole of the action" and do not allow a project to be broken into smaller segments unless it can be demonstrated that each of the segments has independent utility.

1.2.2 Need for the Proposed Project

1.2.2.1 *Capacity, Transportation Demand and Safety*

Traffic congestion in the project area is significant due to a combination of high demand and limitations on capacity. These factors, in turn, lead to delays, lost productivity, higher emissions, and the increased potential for accidents. Specific factors include the following:

- ***Substantial regional growth has occurred along the SR-17, I-880, and I-280 corridors.*** Traffic volumes on these freeways have increased substantially as a result of the region's growth.

- ***Substantial residential and commercial growth has occurred in the area of the Stevens Creek Boulevard corridor.*** Included in this growth are several expansions of a large regional shopping mall (Westfield Valley Fair) and the construction of a large mixed-use development (Santana Row). High traffic volumes have resulted from this growth.

- ***Proximity of the SR-17/I-280/I-880 freeway-to-freeway interchange to the adjacent I-880/Stevens Creek Boulevard interchange, which connects to a major arterial street***. This requires substantial merging and weaving within short distances. When combined with high traffic volumes, the short merge/weave distances produce congestion and delay, which increases the potential for accidents to occur.

- ***Substantial Peak-Period Congestion.*** Existing peak-period congestion in the project area includes the following:

  - Significant weaving conflicts occur on the northbound I-880 collector-distributor roadway. Traffic from SR-17 and I-280 merges and then, traffic that is exiting to eastbound Stevens Creek Boulevard must weave across traffic that is bound for either westbound Stevens Creek or northbound I-880. A short distance later, traffic exiting to westbound Stevens Creek must weave with traffic entering from eastbound Stevens Creek. The weave conflicts combine with high traffic volumes to create congestion that frequently backs up onto I-280, sometimes as far back as the Leigh Avenue undercrossing. This results in an undesirable situation where traffic can be at a standstill on I-280 in the lane that leads to northbound I-880 and Stevens Creek Boulevard, with high speed traffic passing on both sides of the stopped vehicles.

Accident Data

Table 1 presents a summary of accidents that occurred on the SR-17, I-280, and I-880 freeways in the project vicinity during the 3-year period of April 2006 through March 2009. Data for the freeway ramps are also presented.

T A B L E 1

SUMMARY OF FREEWAY ACCIDENT DATA IN THE PROJECT VICINITY
[April 2006 - March 2009]

Location	Number of Collisions	Accident Rate (MVM)	Statewide Avg. Accident Rate (MVM)
Mainline: SR-17 (Hamilton Avenue to I-280)	158	0.48	1.01
Mainline: I-880 (I-280 to Bascom Avenue)	177	0.83	1.08
Mainline: I-280 (Meridian Avenue - Saratoga Avenue)	986	**1.21**	1.02
SR-17: NB Off-Ramp to SB I-280	23	**0.91**	0.45
SR-17: NB Off-Ramp to NB I-280/Stevens Creek Blvd.	4	0.14	0.30
SR-17: SB On-Ramp from I-280	1	0.02	0.20
I -880: NB Off-Ramp to NB Collector Road	2	0.16	0.30
I-880: NB Collector Road to EB Stevens Creek Blvd.	9	**1.81**	0.85
I-880: NB Collector Road to WB Stevens Creek Blvd.	18	**1.24**	1.20
I-880: NB On-Ramp from SB I-280	3	0.15	0.45
I-880: NB On-Ramp from EB Stevens Creek Blvd./NB I-280	5	**1.75**	0.65
I-880: NB On-Ramp from WB Stevens Creek Blvd.	4	**0.22**	0.20
I-880: NB On-Ramp from Stevens Creek Blvd./NB I-280	13	**0.79**	0.70
I-880: NB Off-Ramp to EB Bascom Avenue	20	**5.98**	0.85
I-880: SB Off-Ramp to Stevens Creek Blvd.	0	0.00	0.30
I-880: SB Off-Ramp to EB Stevens Creek Blvd.	4	**1.87**	1.20
I-880: SB Off-Ramp to WB Stevens Creek Blvd.	11	0.84	0.85
I-880: SB Collector Road from EB Stevens Creek Blvd.	22	**1.30**	0.65
I-880: SB Collector Road from WB Stevens Creek Blvd.	7	**1.73**	0.70
I-880: SB Off-Ramp to I-280	2	0.08	0.30
I-880: SB Off-Ramp to SB I-280	7	**1.18**	0.25
I-880: SB Collector Road from Stevens Creek Blvd.	13	**0.62**	0.25
I-880: SB On-Ramp from Stevens Creek Blvd.	0	0.00	0.20
I-280: NB Off-Ramp to SB SR-17	7	0.19	0.60
I-280: NB Off-Ramp to NB I-880/Stevens Creek Blvd.	10	**0.48**	0.45
I-280: NB On-Ramp from NB SR-17	1	0.06	0.65
I-280: NB On-Ramp from SB I-880	1	0.05	0.35
I-280: SB Off-Ramp to SB SR-17/NB I-880	13	**0.36**	0.30
I-280: SB On-Ramp from SB I-880/Stevens Creek Blvd.	4	0.22	0.65

MVM = Million Vehicle Miles NB = northbound SB = southbound WB = westbound EB = eastbound
Bold Numbers reflect higher-than-average accident rates.
Source: Caltrans' Traffic Accident Surveillance and Analysis Systems.

Based on the information presented in Table 1, only the freeway segment between Meridian Avenue and Saratoga Avenue on I-280 has accident rates higher than the statewide average for comparable facilities. However, of the 25 ramps and collector roads listed in Table 1, 14 have accident rates higher than the statewide average for similar facilities. Of the higher than average ramps, ten ramps are within the I-880/Stevens Creek interchange and collector-distributor roadways.

1.2.2.2 *Roadway Deficiencies*

- ***Deficiencies of Cloverleaf Interchange Design at I-880/Stevens Creek Boulevard.*** The traditional full cloverleaf design, so named because it resembles a four-leaf clover, was patented in 1916 and first constructed in 1929. This design, which allows vehicles to freely enter and exit a freeway, works well when traffic volumes are low. However, the full cloverleaf design results in operational and safety problems when traffic volumes are high, as is the situation at the I-880/Stevens Creek Boulevard interchange. Specific problems include the following:

  - Congestion occurs when high volumes of traffic are attempting to merge right onto freeway loop on-ramps at essentially the same location where high volumes of traffic are attempting to merge left onto a local street from loop off-ramps. The merging is compounded when there is an adjacent intersection, in this case, Stevens Creek/Monroe, where motorists need to make left turns. In that situation, motorists exiting from I-880 need to merge across multiple lanes on Stevens Creek Boulevard within a very short distance. The high volumes of traffic attempting all of these weaves and merges simultaneously and within limited space causes traffic operations to break down.

  - The above-described merging and weaving by vehicles also makes it more difficult for bicyclists to safely traverse through the area.

  - High volumes of traffic make it difficult for pedestrians to cross the various ramps, especially since there are no traffic signals to control the flow of traffic.

  Due to these problems, many full cloverleaf interchanges in urbanized areas of the United States have been reconfigured to alternate designs such as the partial cloverleaf design being proposed for the I-880/Stevens Creek Boulevard interchange. Although the partial cloverleaf design typically includes two signalized intersections at the ramp termini with the local street, this design actually works more efficiently and safely with high traffic volumes than does the full cloverleaf design. The partial cloverleaf's advantages include the elimination of the significant merging and weaving conflicts that are present with the full cloverleaf, as well as the more orderly and balanced movement of traffic due to the control provided by the traffic signals. Delays associated with the traffic signals are minimized by the use of a traffic signal synchronization program.

The elimination of vehicle merging and weaving on the local street, as well as the control of traffic provided by the signals, also provides bicyclists and pedestrians with safer access through the area.

1.3 PROJECT DESCRIPTION

This section describes the proposed action and the design alternatives that were developed to meet the identified need through accomplishing the defined purpose(s), while avoiding or minimizing environmental impacts. The alternatives are the "Build Alternative" and the "No Build Alternative."

In addition to the Build and No Build Alternatives, this section summarizes 30 design and location alternatives that were evaluated for their potential to meet the project's purpose and need, but which have been eliminated from further evaluation in this EIR/EA due to one or more of the following reasons: 1) failure to adequately meet the purpose and need, 2) failure to meet minimum roadway design criteria, 3) substantial right-of-way needs that would require significant residential and/or business acquisitions and relocations, 4) substantial environmental impacts, and 5) substantial cost. The evaluation of these 30 alternatives complies with the CEQA requirement that an EIR "describe a range of reasonable alternatives to the project" (CEQA Guidelines §15126.6).[5]

The proposed project is located at the connection of the SR-17, I-280, and I-880 freeways in the City of San Jose, Santa Clara County, California. The existing SR-17/I-280/I-880 interchange is a full access facility. Immediately adjacent to, and north of, the SR-17/I-280/I-880 interchange is the I-880/Stevens Creek Boulevard interchange, which is also a full access facility.

As described in Section 1.2, the purposes of the project are to improve traffic operations and safety on the freeways and local roadways in the vicinity of these two interchanges, as well as to improve traffic circulation between the I-280/I-880 freeway corridors and land uses located in the vicinity of these interchanges.

ALTERNATIVES

1.3.1 Build Alternative

Under the build alternative, the Department, in cooperation with the VTA and the City of San Jose, would construct improvements to the SR-17/I-280/I-880 and I-880/Stevens Creek Boulevard interchanges.

[5]Under NEPA, an EA need only address one build alternative (FHWA Technical Advisory T6640.8A).

1.3.1.1 *Reconfiguration of I-880/Stevens Creek Boulevard Interchange*

The existing I-880/Stevens Creek Boulevard interchange is a full cloverleaf interchange that includes diagonal and loop on- and off-ramps in all four quadrants (Figure 2). As shown on Figure 3, under the build alternative, this interchange would be modified as follows:

a) The existing loop off-ramp from northbound I-880 to westbound Stevens Creek Boulevard, which is located in the northeast quadrant of the interchange, will be removed.

b) The existing loop off-ramp from southbound I-880 to eastbound Stevens Creek Boulevard, which is located in the southwest quadrant of the interchange, will be removed.

c) The existing loop on-ramp from westbound Stevens Creek Boulevard to southbound I-880, which is located in the northwest quadrant of the interchange, will be removed.

d) The existing off-ramp from southbound I-880 to westbound Stevens Creek Boulevard will be widened and realigned to a diamond-configured off-ramp that intersects Stevens Creek Boulevard at approximately a 90-degree angle. Traffic using this ramp will be able to turn left or right onto Stevens Creek Boulevard. There will also be a dedicated right-turn lane directly onto Monroe Street. A traffic signal will be installed at the end of the off-ramp.

e) The existing on-ramp from eastbound Stevens Creek Boulevard to southbound I-880 will be widened and realigned to the east. The realigned southbound on-ramp will form the south leg of the signalized intersection with the realigned southbound off-ramp and Stevens Creek Boulevard. Traffic from westbound Stevens Creek Boulevard to southbound I-880 will make a left onto this ramp.

f) The existing off-ramp from northbound I-880 to eastbound Stevens Creek Boulevard will be widened and realigned to a diamond-configured off-ramp that intersects Stevens Creek Boulevard at approximately a 90-degree angle. Traffic using this ramp will be able to turn left or right onto Stevens Creek Boulevard. A traffic signal will be installed at the end of the off-ramp.

g) The existing on-ramp from westbound Stevens Creek Boulevard to northbound I-880 will be widened and realigned. The on-ramp will include ramp metering (as does the existing ramp).

h) The existing loop on-ramp from eastbound Stevens Creek Boulevard to northbound I-880 will be widened. The on-ramp will include ramp metering (as does the existing ramp).

i) The existing overcrossing structure that conveys Stevens Creek Boulevard over the freeway will be widened by up to 40 feet to accommodate the widening of Stevens Creek Boulevard and

possible future Bus Rapid Transit (BRT) on Stevens Creek Boulevard. The widening will occur on the south side of the existing bridge.

The above-described reconfiguration of the I-880/Stevens Creek Boulevard interchange from a full cloverleaf design to what is commonly referred to as a partial cloverleaf design will improve operations and safety for motorists, as well as pedestrians and bicyclists. The basis for this statement is explained in Section 1.2.2, *Need for the Project*.

1.3.1.2 *Construction of Northbound I-280 to Northbound I-880 Direct Connector Ramp*

A new "flyover" direct connector ramp from northbound I-280 to northbound I-880 will be constructed (see Figure 3). The new ramp will be elevated on a bridge structure above the off-ramp to Stevens Creek Boulevard from northbound I-280 and I-880. The new flyover ramp will eliminate the existing merging and weaving conflicts between traffic that is bound for westbound Stevens Creek and traffic that is bound for northbound I-880 by separating these movements.

At its highest point, the ramp will be up to approximately 20 feet above the ground elevation of the adjacent residences located in the southeast quadrant of the I-880/Stevens Creek Boulevard interchange. Construction of this ramp will require the purchase of additional right-of-way from several properties; see Section 1.3.1.6, below, for details. Construction of this ramp will also require an approximately 2-foot horizontal realignment of a portion of the southbound I-280 to northbound I-880 ramp and an approximately 1,200-foot extension of the existing northbound I-880 auxiliary lane.

1.3.1.3 *Construction of Soundwalls*

For noise abatement purposes, the Department will construct soundwalls along the easterly edge of I-880, approximately between I-280 on the south and Stevens Creek Boulevard on the north, and along the westerly edge of I-880, approximately between I-280 on the south and Stevens Creek Boulevard on the north. For addition information, please see Section 2.13, *Noise*.

1.3.1.4 *Bicycle and Pedestrian Improvements*

For the purpose of improving access and safety for bicycle and pedestrian traffic within the project limits, the build alternative includes the following components and design features:

1. A bike lane (six to eight feet in width) will be constructed in each direction on Stevens Creek Boulevard within the project limits (i.e., between Monroe Street on the west and Di Salvo Avenue on the east). These bike lanes will complete one segment of the *Santa Clara Countywide Bicycle Plan* (2008) that will ultimately include 11 miles of bike lanes on Stevens

Creek Boulevard/San Carlos Street between Cupertino on the west and Downtown San Jose on the east.

2. The modification of the I-880/Stevens Creek interchange configuration from the current full cloverleaf design will make Stevens Creek Boulevard more bike friendly by removing free vehicular right-turn movements from the off-ramps and onto the on-ramps. Under the proposed configuration, all right-turn movements will be controlled by traffic signals, and bicycle loop detectors will be installed, which will provide bicycle specific signal timing at intersections when present without vehicles. In the eastbound direction, before the southbound and northbound I-880 on-ramp intersections where right-turn-only lanes are proposed, bicycle traffic will be channelized to the left of the right-turn-only lanes to avoid vehicular and bicycle traffic conflicts with an appropriate weaving distance. In the westbound direction, prior to the northbound I-880 on-ramp, the right-turn pocket will be placed to the right of the bike lane; vehicular traffic will be required to yield to the bicycle traffic. Appropriate signage and pavement delineation will be provided to alert bicyclists and motorists of these areas where bikes must cross vehicular traffic.
3. 12-foot-wide sidewalks with tree wells are proposed on both sides of Stevens Creek Boulevard, except on the I-880 bridge where the minimum width provided will be seven feet.
4. A new sidewalk will be constructed along the north side of Stevens Creek Boulevard between the new northbound I-880 on-ramp intersection and Di Salvo Avenue. A crosswalk will be installed across Di Salvo Avenue, with the existing median island to be modified to accommodate a pedestrian "refuge" area (i.e., a place for pedestrians to wait if they are not able to cross the entire width of Stevens Creek Boulevard within the time allotted by the signal).
5. The project includes geometric improvements that are intended to control speeds and reduce conflicts between pedestrians and vehicles. For example, the ramp intersections are proposed to be squared-up with Stevens Creek Boulevard as much as possible, thus making the crosswalks shorter. Additionally, all intersection turning radii will be designed to allow vehicular speeds no higher than 15 mph.
6. On westbound Stevens Creek Boulevard at the new northbound I-880 on-ramp (where a right-turn pocket is proposed), a special pedestrian-activated traffic signal will be considered to control the traffic in the right-turn pocket from making right turns onto the on-ramp while pedestrians are in the crosswalk.
7. A pedestrian refuge island will be provided on Stevens Creek Boulevard between the eastbound-to-northbound on-ramp and the adjacent northbound off-ramp.
8. All pedestrian facilities will be design to meet the latest ADA requirements.
9. The project will accommodate bikes on the shoulders of Monroe Street. The design of the dedicated right-turn lane from the southbound I-880 off-ramp to Monroe Street will not preclude the future construction of bike lanes on Monroe Street by the City of San Jose.

1.3.1.5 *Other Project Features*

The project will include retaining walls and minor utility relocations (e.g., water, gas, communication, electric lines, sanitary sewer, stormwater, etc.), as necessary, to construct the project.

The project includes the installation of replacement landscaping in accordance with the Department's policies. Metal beam guardrails will be installed, where feasible, to preserve desirable trees and vegetation located within 30 ft of the edge of the traffic lanes of the freeways, such vegetation that would otherwise need to be removed to comply with requirements for an object free safety/recovery zone.

1.3.1.6 *Right-of-Way Requirements*

The majority of the proposed improvements will be constructed within the existing Department and City of San Jose rights-of-way for the freeways and local streets, respectively. There are a number of locations, however, where the improvements will require additional right-of-way. Based on preliminary design, the locations where additional right-of-way will be required are listed in Table 2.

TABLE 2

PRELIMINARY RIGHT-OF-WAY REQUIREMENTS

Assessor's Parcel Number	Property Address	Existing Use	Right-of-Way Needed	
			Build Alternative	No Build Alternative
274-43-031	2801 Stevens Creek Blvd.	Surface parking	Approx. 3,600 ft^2 needed; no parking to be lost	No acquisition
277-32-038	501 Parkmoor Avenue	Single-family residence	Full-acquisition	No acquisition
277-32-039	517 Parkmoor Avenue	Single-family residence	Full-acquisition	No acquisition
277-32-040	537 Parkmoor Avenue	Single-family residence	Full-acquisition	No acquisition

r/w = right-of-way

In addition to the above permanent r/w requirements, construction of the project will likely require temporary construction easements from properties located adjacent to the proposed improvements.

Information in this table is preliminary and is subject to revision during final design.

1.3.1.7 *Project Cost and Schedule*

The estimated total cost of the project is $64 million (in 2011 dollars). If approved, construction of the project would commence in late 2012. The duration of construction will be approximately two years.

At the time this document was written, the project was partially funded. The first phase of the project, which is funded, will focus on construction of the direct connector from northbound I-280 to northbound I-880, as well as the eastern half of the I-880/Stevens Creek Boulevard Interchange. Project partners continue to seek additional funding for the remaining portion of the project, which includes the western half of I-880/Stevens Creek Boulevard Interchange including the Monroe Loop off-ramp from southbound I-880.

1.3.2 Transportation System Management (TSM) and Transportation Demand Management (TDM) Alternatives

Transportation systems management (TSM) strategies increase the efficiency of existing facilities by accommodating a greater number of vehicle trips on a facility without increasing the number of through lanes. Transportation demand management (TDM) focuses on regional means of reducing the number of vehicle trips and vehicle miles traveled (VMT), as well as increasing vehicle occupancy.

The project need could not be adequately satisfied by reasonable TSM and TDM strategies. The project area is not currently identified as the area serviced by future light rail transit or the Silicon Valley Rapid Transit corridor. Due to the spread-out configuration of the County's transit system, major improvements and expansions would need to be made to the system in order to lure motorists out of their vehicles in sufficient numbers so as to eliminate the need for the project. For example, a recent preliminary study conducted by VTA for a future Bus Rapid Transit (BRT) line on the Stevens Creek Boulevard corridor estimated only 5,000 added daily trips in ridership in year 2030 with BRT implementation. This projected increase in transit ridership with BRT in the Stevens Creek Boulevard corridor would not translate into sufficiently fewer cars to adequately reduce congestion. Likewise, neither ramp metering nor the provision of auxiliary or HOV lanes would provide sufficient congestion relief, in part, because much of the project need is related to congestion at freeway off-ramps.

Although TSM and TDM measures alone could not satisfy the purpose and need for the project, the following TSM and TDM measures have been incorporated into the Build Alternative for this project:

- To increase the efficiency of the freeway system during peak travel periods, ramp metering will be installed on the on-ramp to northbound I-880 from Stevens Creek Boulevard, the direct connector ramp from northbound I-280 to northbound I-880, and the ramp from northbound SR-17 to northbound I-280.
- The widening of the Stevens Creek Boulevard bridge over I-880 will facilitate the future construction of BRT within that corridor.
- Improvements to Stevens Creek Boulevard within the project limits will facilitate bicycle travel. Similarly, the reconfiguration of the I-880/Stevens Creek Boulevard interchange will improve safety for pedestrians and bicyclists traversing that area.

1.3.3 No Build Alternative

The No Build Alternative would consist of not constructing the project, which would avoid all of the environmental impacts of the project, as described in this document. However, the No Build Alternative would not meet any of the purposes of the project, which are listed in Section 1.2.1. Under the No Build Alternative, projected increases in traffic would cause congestion to worsen and the existing problems that are described in Section 1.2.2 would be exacerbated. For a discussion of future traffic conditions in the project area under the No Build Alternative, please see Section 2.6.2.5.

1.3.4 Comparison of Alternatives

This section highlights the differences between the Build Alternative and the No Build Alternative. Key differences are also shown in Table 3.

The Build Alternative would require the acquisition of three single-family homes on Parkmoor Avenue and the relocation of the residents in those homes.

When compared to existing conditions, changes in noise levels under the No Build Alternative would vary by location and would range from zero to an increase of 2 dBA. When compared to existing conditions, and assuming no new soundwalls, changes in noise levels under the Build Alternative would vary by location and would range from -3 dBA to +2 dBA. None of these changes are substantial.

For noise abatement purposes, soundwalls are proposed to be constructed under the Build Alternative. The proposed soundwalls will lower noise levels by 7 to 12 dBA at residences in the neighborhood located west of I-880, north of I-280. The proposed soundwalls will lower noise levels by 6 to 16 dBA at residences in the neighborhood located east of I-880, north of I-280. The soundwalls are not proposed under the No Build Alternative.

Neither the Build Alternative, nor the No Build Alternative, will result in impacts with regard to cultural resources, geology, or air quality. Impacts to biological and water resources under the Build Alternative would not be substantial, with no impacts to these resources occurring under the No Build Alternative.

The Build Alternative will result in substantial changes to the visual environment for residents living in homes located on Parkmoor Avenue and Pioneer Avenue, which is part of the neighborhood located in the northeast quadrant of the SR-17/I-280/I-880 interchange. Tree replacement is proposed to mitigate for these changes.

Congestion will substantially worsen under the No Build Alternative as planned growth in the area continues. However, when compared to the No Build Alternative, the Build Alternative will result in improvements in traffic operations in the project area, particularly during weekday and weekend peak

T A B L E 3

COMPARISON OF ALTERNATIVES

	Build Alternative	No Build Alternative
Summary of Improvements	Modify I-880/Stevens Creek Boulevard Interchange; construct NB 280-to-NB 880 direct connector	No improvements
Cost	$ 64 million	$ 0
Ability to Meet Purpose & Need	Meets the purpose and need.	Does not meet the purpose & need
Overall changes in traffic patterns	No change	No change
Effect on existing congestion & delay	Reduction in congestion, delay and peak-period travel times.	Congestion will worsen over time as planned growth continues.
Relocations	3 single-family residences	None
Change in Noise Levels Compared to Existing Conditions	-3 dBA to +2 dBA	0 to +2 dBA
Noise Abatement Soundwalls Proposed?	Yes	No
Reduction in Noise with Soundwalls	6 - 16 dBA	n/a
Visual Impacts in Neighborhood East of I-880, North of I-280	Substantial changes due to new NB 280-to-NB 880 connector and removal of trees.	None
Amount of landscaping & vegetation to be removed along I-880 freeway	Roughly 12 acres along I-880 corridor.	None
Duration of Construction	Approximately two years.	n/a
Construction Impacts	Noise and dust may be substantial but will be avoided/minimized.	None

r/w = right-of-way NB = northbound NE = northeast

travel periods. Improvements will include reduced travel times on the freeways, less congestion on freeway ramps and on the collector-distributor roads, and less delay at a number of local intersections.

The Build Alternative would meet the purposes and needs of the project, but the purposes and needs would not be met under the No Build Alternative.

Identification of a Preferred Alternative

On May 24, 2011, the Department formally identified the Build Alternative as the preferred alternative. This decision was made after considering comments from outside agencies, the public, and the internal Project Development Team. This decision was also based on the fact that the Build Alternative meets the purpose and need for the project, whereas the No Build Alternative does not meet the purpose and need. In accordance with CEQA, the Department has certified that the project complies with CEQA and has adopted findings for all significant impacts identified and mitigation measures that were included as conditions of project approval. A Notice of Determination will be filed with the State Clearinghouse.

Similarly, the Department, as assigned by FHWA, determined that the NEPA action does not significantly affect the environment. The Department has issued a Finding of No Significant Impact (FONSI) in accordance with NEPA.

1.3.5 Alternatives Considered but Eliminated from Further Discussion

During the development of the proposed project, 30 alternative designs were considered and studied. The alternatives included new interchanges on SR-17, I-280, and I-880, as well as major improvements to existing interchanges. Local street improvement alternatives were also evaluated. Each was evaluated for its potential to meet the purpose and need of the project, its engineering feasibility in terms of its ability to meet the Department's minimum design criteria, its cost, and its environmental impacts. Table 5 summarizes each of these alternatives, as well as the reasons they were eliminated from further discussion and evaluation in this EIR/EA.

As stated in the Preface to this document, Alternatives #28 and #29 in Table 5 were fully evaluated in the November 2010 Draft EIR/EA. Alternative #28 was subsequently eliminated from the project because of substantial opposition from the public and adjacent property owners due to concerns over changes in local traffic circulation and property access. Alternative #29 was subsequently eliminated from the project by the Department because it concluded that the required exceptions to the standard design criteria could not be approved at this location.

1.4 PERMITS AND APPROVALS NEEDED

Construction of the project will require permits/approvals from the following governmental agencies:

TABLE 4

PERMITS AND APPROVALS NEEDED

Agency	Permit/Approval	Status
City of San Jose	Encroachment permit for work extending onto local streets within San Jose	Application to be submitted during final design.
Santa Clara Valley Water District	Permit for work adjacent to the Water District's Central Pipeline	Application to be submitted during final design.
State Water Resources Control Board	NPDES permit to address stormwater pollution issues	Permit issued by SWRCB to the Department (Order No. 99-06-DWQ).

TABLE 5

SUMMARY OF ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

Name	Description	Reason(s) for Rejection
#1: I-280/San Tomas Expressway Interchange	Construct new interchange on I-280 at San Tomas Expressway	Acquisition of ≥30 residences; local traffic circulation impacts; would only draw 10% of traffic away from 880/Stevens Creek.
#2: I-880/Forest Avenue Full Interchange	Construct new full interchange on I-880 at Forest Avenue	Acquisition of ≥15 residences; impacts to parking lots & structures at Valley Fair; impacts to O'Connor Hospital parking structure and O'Connor medical building; weaving conflicts with adjacent ramps at Bascom Avenue & Stevens Creek Boulevard.
#3: I-880/Forest Avenue Half Interchange	Construct new half interchange on I-880 at Forest Avenue	Acquisition of ≥15 residences; impacts to O'Connor Hospital parking structure; non-standard spacing with adjacent interchange at Bascom Avenue.
#4: SR-17/Williams Road Interchange	Construct new interchange on SR-17 at Williams Road	Acquisition of ≥70 residences; inadequate weaving lengths with adjacent I-280 and Hamilton Avenue ramps.
#5: I-280/Bascom Avenue Off-Ramp	Construct new off-ramp from northbound I-280 to Bascom Avenue	Requires closure of Leland Avenue on-ramp, creating adverse traffic impacts; requires widening of Bascom Avenue & San Carlos Street with significant right-of-way acquisition from adjacent businesses; would not reduce bottleneck at Stevens Creek/Monroe intersection.
#6: I-880/Hedding Street Interchange	Construct new interchange on I-880 at Hedding Street	Acquisition of ≥40 residences; impacts O'Connor Hospital parking structure; creates non-standard spacing with adjacent interchanges at Bascom Avenue and Stevens Creek Boulevard.
#7: NB I-280 Off-Ramp to Stevens Creek Boulevard Option #1	Construct new off-ramp from NB I-280 to Stevens Creek Boulevard & new on-ramp to NB I-280 from Leigh Avenue	Acquisition of 5 residences; results in inadequate weaving distances between the new on- and off-ramps; requires bridge replacements on I-280 at MacArthur Avenue, Bascom Avenue, and Leland Avenue.
#8: NB I-280 Off-Ramp to Stevens Creek Boulevard Option #2	Construct new off-ramp from NB I-280 to Stevens Creek Boulevard & close Leland Avenue on-ramp to NB I-280	Acquisition of 5 residences; results in significant increase in emergency vehicle response times; requires Bascom-area traffic to travel south to Meridian to access NB I-280; requires same three bridge replacements as Option #1.

T A B L E 5 [continued]

SUMMARY OF ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

Name	Description	Reason(s) for Rejection
#9: I-280/Saratoga Avenue Interchange	Construct improvements to increase capacity at the I-280/Saratoga Avenue interchange	Would require widening of Saratoga Avenue & Stevens Creek Boulevard, which would entail significant right-of-way impacts; would not draw much traffic away from 880/Stevens Creek.
#10: SR-17/Hamilton Avenue Interchange	Construct improvements to increase capacity at the SR-17/Hamilton Avenue interchange	Would require widening of Hamilton Avenue, which would entail significant right-of-way impacts; would require reconstruction of LRT station and tracks; would not reduce bottleneck at Stevens Creek/Monroe intersection.
#11: I-880/Bascom Avenue Interchange	Construct improvements to increase capacity at the I-880/Bascom Avenue interchange	Acquisition of 37 residences; requires upgrades to Newhall Street with substantial reduction in on-street parking.
#12: I-880/Stevens Creek Partial Cloverleaf + NB Collector Road Braid	Grade separate the NB 280 to NB 880 ramp from the NB 880 to Stevens Creek off-ramp	Would not fully eliminate the queuing on northbound I-280.
#13: I-880/Stevens Creek Partial Cloverleaf	Convert the northbound portion of the interchange into a partial cloverleaf	Would not eliminate queuing on northbound I-280; requires a much wider bridge structure; does not eliminate existing weave between the loop ramps on westbound Stevens Creek.
#14: Northbound I-880 Direct Flyover Ramp to Monroe Street	Construct a direct flyover ramp to Monroe Street from the northbound I-880 collector-distributor road	Would not eliminate queuing on northbound I-280; local traffic circulation impacts because Monroe Street would become 1-way.
#15: Southbound I-880 Flyover Ramp to Stevens Creek Boulevard	Construct a flyover ramp from the SB I-880 off-ramp directly onto westbound Stevens Creek Boulevard, bypassing ramp terminus & Monroe intersections	Would entail significant right-of-way impacts at Valley Fair and would preclude future bus rapid transit (BRT) on Stevens Creek Boulevard.
#16: Flip Northbound I-880 and Stevens Creek Exits	Switch NB 880 exit with Stevens Creek exit to transfer backup to right lanes, enhancing safety	Would not eliminate queuing on northbound I-280; would require a low design speed on the northbound I-280 to northbound I-880 direct connector ramp.
#17: WB Stevens Creek Widening + Partial I-880/Stevens Creek Cloverleaf	Add 4th thru lane to WB Stevens Creek (Monroe to Winchester) + convert 880/Stevens Creek to a partial cloverleaf design	Would not fully eliminate queuing on northbound I-280; would require right-of-way from Valley Fair frontage; would preclude future BRT; would cause traffic delays due to longer times needed for pedestrian crossings.

T A B L E 5 [continued]

SUMMARY OF ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

Name	Description	Reason(s) for Rejection
#18: WB Stevens Creek Boulevard Widening	Add 4th thru lane to WB Stevens Creek between Monroe & Winchester	Would not eliminate queuing on northbound I-280; would require right-of-way from Valley Fair frontage; would preclude future BRT; would provide little benefit to traffic operations east of Monroe Street.
#19: Widen SB Monroe Street Approach to Stevens Creek Boulevard	Widen and re-stripe the SB Monroe St. approach to Stevens Creek to pro-vide a separate thru lane	Would not relieve queuing on northbound I-280.
#20: Southbound Monroe Right-Turn Only to Stevens Creek	Restrict SB Monroe St. to right turns only onto Stevens Creek to improve level of service	Would not relieve queuing on northbound I-280; operations at downstream intersections would deteriorate due to resulting high volume of U-turns.
#21: SB Monroe Right-Turn Only to Stevens Creek + WB Stevens Creek Right Turn Pockets	Restrict SB Monroe St. to right turns only onto Stevens Creek & add right-turn pockets along WB Stevens Creek	Would not relieve queuing on northbound I-280; operations at downstream intersections would deteriorate due to resulting high volume of U-turns.
#22:Monroe Street 1-Way Northbound	Convert Monroe Street, north of Stevens Creek, to 1-way northbound, to improve level of service at Stevens Creek	Would substantially change local circulation patterns in and around Valley Fair, causing deterioration in operations on Stevens Creek at intersections with Baywood, Santana Row, and Winchester.
#23: Stevens Creek Boulevard Pedestrian Overcrossing	Construct pedestrian overcrossing of Stevens Creek at Valley Fair to reduce traffic delays on Stevens Creek	Would result in negligible benefit to traffic flow on Stevens Creek because high volumes on side streets preclude shortening the “green time” for the side streets.
#24: Monroe Street Tunnel	Connect Monroe St. north of Stevens Creek directly to SB 880 collector-distributor road via a tunnel under Stevens Creek Blvd.	Would not relieve queuing on northbound I-280.
#25: Monroe Street Undercrossing	Connect Monroe Street, north & south of Stevens Creek, by constructing an undercrossing of Stevens Creek	Would not relieve queuing on northbound I-280.

T A B L E 5 [continued]

SUMMARY OF ALTERNATIVES CONSIDERED BUT ELIMINATED FROM FURTHER DISCUSSION

Name	Description	Reason(s) for Rejection
#26: Divergent Diamond Interchange (DDI) at I-880/Stevens Creek Boulevard	Reconstruct I-880/Stevens Creek interchange with divergent diamond design	Minimal benefit compared to proposed design; implementation of BRT will compromise the operational effectiveness of DDI configuration; greater potential for pedestrian & bicycle conflicts.
#27: NB I-280 Off-Ramp @ Winchester w/Tisch Way Closure (4-legged intersection at Winchester)	Construct off-ramp from NB I-280 to Winchester; Tisch Way would be closed west of Dudley Avenue to improve traffic flow	Eliminates one of two access routes to and from Tisch/Monroe-area neighborhood.
#28: NB I-280 Off-Ramp @ Winchester w/Tisch Way 1-Way WB (5-legged intersection at Winchester)	Construct off-ramp from NB I-280 to Winchester; Tisch Way would be 1-way WB west of Dudley Avenue to accommodate off-ramp	Evaluated in Nov. 2010 Draft EIR/EA; subsequently withdrawn because of substantial opposition from the public and adjacent property owners due to concerns over changes in local traffic circulation and property access.
#29: NB I-280 Off-Ramp @ Winchester w/Tisch Way remaining a 2-way Street (Hook Ramp Design)	Construct off-ramp from NB I-280 to Winchester; hook ramp design would terminate on Tisch, east of Winchester	Evaluated in Nov. 2010 Draft EIR/EA; subsequently withdrawn by the Department because it concluded that the required exceptions to the standard design criteria could not be approved at this location.
#30: I-880/Stevens Creek to NB I-280 Ramp	Construct new ramp from the SB I-880 on-ramp at Stevens Creek to provide connection to NB I-280	Would require shifting Daniel Way to the west & acquisition of five residences; would worsen congestion on the existing SB I-880 to NB I-280 connector ramp.

NB = northbound
EB = eastbound
BRT = bus rapid transit
SB = southbound
WB = westbound

Source: Improvements at 17/280/880 Interchange, 280/Winchester Boulevard Interchange, and 880/Stevens Creek Boulevard Interchange Project Report, 2010.

CHAPTER 2 AFFECTED ENVIRONMENT, ENVIRONMENTAL CONSEQUENCES, & AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

Introductory Note: *As part of the scoping and environmental analysis conducted for the project, the following environmental issues were considered but no adverse impacts were identified. Consequently, there is no further discussion regarding these issues in this document:*

- *Farmlands: There are no farmlands located within or adjacent to the proposed improvements.*
- *Timberlands: There are no timberlands located in the project vicinity.*
- *Community Cohesion: The project will construct improvements to three existing freeway interchanges. The improvements will not divide any community or neighborhood.*
- *Paleontology: There are no known paleontological resources located in the project area.*
- *Coastal Zones: The project site is not within or near areas covered by the Coastal Zone Management Act of 1972.*
- *Wild & Scenic Rivers: There are no waterways designated as Wild & Scenic Rivers in the project area. The closest rivers with this designation are over 100 miles from the project area.*
- *Flooding: According to floodplain maps prepared by the Federal Emergency Management Agency (FEMA), the project impact area is not within or adjacent to any 100-year floodplain. There are no waterways within or adjacent to the project limits.*
- *Natural Communities: Based on the Natural Environment Study (NES) prepared for this project, there are no sensitive habitats located within, or in proximity to, the area to be disturbed by the project. The project is not located in or near a wildlife corridor. There are no waterways located within or adjacent to the project limits.*
- *Wetlands: Based on the NES prepared for this project, there are no wetlands within or adjacent to the project area.*
- *Plant Species: Based on the NES prepared for this project, there are no special-status plant species within or adjacent to the project area.*
- *Threatened & Endangered Species: Based on the NES prepared for this project, there is no suitable habitat for any threatened or endangered species within or adjacent to the project area.*
- *Energy: When balancing energy used during construction and operation against energy saved by relieving congestion and other transportation efficiencies, the project would not have substantial energy impacts.*

HUMAN ENVIRONMENT

2.1 LAND USE

2.1.1 Existing and Future Land Use

The information in this section is based primarily on a technical Community Impact Assessment (August 2010, with February 2011 Addendum) that was prepared for the project. This study is incorporated into this EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

The project is located in an urban area in the westerly part of the City of San Jose. However, the neighborhood bounded by I-880 on the west, I-280 on the south, Bascom Avenue on the east, and Stevens Creek Boulevard on the north is an unincorporated pocket. Although areas within the City of Santa Clara do not abut the freeways within the project limits, Santa Clara's city limits extend to the project vicinity. Specifically, areas on the north side of Stevens Creek Boulevard, west of Redwood Avenue, are within the City of Santa Clara.

The existing land uses along SR-17, I-280, and I-880 within the project limits primarily fall into one of two categories: commercial or residential. The commercial uses are primarily located along Stevens Creek Boulevard, the main arterial street in the area.

The approximately 75-acre area bounded by I-880 on the east, Stevens Creek Boulevard on the south, Winchester Boulevard on the north, and Forest Avenue on the north is the Westfield Valley Fair Shopping Center. Valley Fair is a large regional shopping mall whose retail/commercial uses currently total approximately two million square feet. In 2008, the Cities of San Jose and Santa Clara approved a 650,000 square foot expansion of Valley Fair. Construction of the expansion is anticipated to commence in 2011, with the actual date dependant on economic conditions.

Commercial/office uses are located along the east side of I-880 between Stevens Creek Boulevard on the south and Forest Avenue on the north. These offices are located on the west side of O'Connor Drive. On the east side of O'Connor Drive is a site that contains a church and elementary (K-8) school.

The land use along both the west and east sides of I-880, between Stevens Creek Boulevard on the north and I-280 on the south, is single-family residential.

Along the east side of SR-17, between I-280 on the north, Moorpark Avenue on the south, and MacArthur Avenue on the east, the existing land use is residential. The exception is a commercial use that is located on the northwest corner of the Moorpark Avenue/Pfeffer Lane intersection.

Although not adjacent to the freeways within the project limits, there are several notable land uses within the immediate area. These include Santana Row, a large mixed-use (residential/commercial) development located in the southeast quadrant of the Stevens Creek Boulevard/Winchester Boulevard intersection; O'Connor Hospital, located on Forest Avenue east of I-880; and the Santa Clara Valley Medical Center, located on Bascom Avenue south of I-280.

2.1.2 Environmental Consequences

2.1.2.1 *Land Use Changes*

Most of the project would be constructed within the Department's existing right-of-way. However, as shown in Table 2, right-of-way acquisition will be necessary at a number of locations:

- The new direct connector ramp from northbound I-280 to northbound I-880 will require the acquisition of three single-family residences located at 501, 517, and 537 Parkmoor Avenue. These three residences are located adjacent to each other at the southerly edge of the neighborhood that is bounded by I-880 on the west, I-280 on the south, Bascom Avenue on the east, and Stevens Creek Boulevard on the north.
- The modifications to the southbound I-880 off-ramp at Stevens Creek Boulevard will require approximately 3,600 ft^2 of land from a parcel that contains a surface parking lot. This acquisition will not result in the loss of any parking spaces.

The owners of any properties acquired for project right-of-way will be compensated for the loss and/or use in accordance with Federal and State right-of-way requirements. The Department's relocation benefits are summarized in Appendix C of this document.

Indirect land use impacts (e.g., noise) are discussed under their own headings in this document.

2.1.2.2 *Consistency with State, Regional, and Local Plans and Programs*

The project is listed in, and therefore consistent with, the Metropolitan Transportation Commission's *Transportation 2035*, which is the regional transportation plan (RTP). It is also included in the adopted 2009 Transportation Improvement Program (TIP) for the San Francisco Bay Area.[6]

[6]The scope of the project listed in the RTP and TIP includes a new off-ramp from northbound I-280 to Winchester Boulevard and, therefore, is larger than the current scope. Following the decision to eliminate the new off-ramp from I-280 to Winchester from the project, MTC was consulted for the purpose determining whether this change in project scope would invalidate the regional air quality conformity emissions analysis. In a written response dated February 9, 2011, MTC stated that this change would not trigger a new regional or project-level air quality conformity analysis. See Appendix F for a copy of this response.

The project is listed in, and therefore consistent with, VTA's *Valley Transportation Plan 2035 (VTP 2035)*, which is the transportation plan for Santa Clara County that was adopted in January 2009. *VTP 2035* also lists a future bus rapid transit (BRT) line along Stevens Creek Boulevard between Cupertino and Downtown San Jose, which includes the segment of Stevens Creek Boulevard at I-880. The project is being designed so as to not preclude a future BRT through this area; in fact, the proposed widening of the Stevens Creek Boulevard bridge over I-880 would facilitate BRT.

The project is also consistent with the general plan of the City of San Jose, which identifies SR-17, I-280, and I-880 as major transportation facilities. The *San Jose General Plan* contains a number of transportation policies that are relevant to the proposed project:

Thoroughfare Policy #1: Interneighborhood movement of people and goods should occur on thoroughfares and is discouraged on neighborhood streets. The project is consistent with this policy since it proposes improvements to thoroughfares.

Thoroughfare Policy #2: The City should cooperate with other jurisdictions to develop a thoroughfares system which adequately meets the demand for intra-County trips and minimizes traffic congestion consistent with the provisions of the Santa Clara County Congestion Management Program. The project is consistent with this policy as the City is a co-sponsor of the project and is contributing funds toward its development.

Thoroughfare Policy #6: The City should encourage State participation in funding transportation projects intended to alleviate areas with a high incidence of accidents or major traffic congestion. The project is consistent with this policy as State and Federal monies are among the funding sources being sought for construction.

Thoroughfare Policy #8: Vehicular, bicycle, and pedestrian safety should be an important factor in the design of streets and roadways. The project is consistent with this policy as the proposed improvements to the I-880/Stevens Creek Boulevard interchange will facilitate safety for pedestrians and bicyclists. In addition, the project is rebuilding the Monroe Street pedestrian overcrossing to ADA standards.

2.1.2.3 *Parks and Recreational Facilities*

There are no parks or recreational facilities adjacent to the freeways within the project limits.

2.1.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.2 GROWTH

2.2.1 Regulatory Setting

The Council on Environmental Quality (CEQ) regulations, which established the steps necessary to comply with the National Environmental Policy Act of 1969, require evaluation of the potential environmental consequences of all proposed federal activities and programs. This provision includes a requirement to examine indirect consequences, which may occur in areas beyond the immediate influence of a proposed action and at some time in the future. The CEQ regulations, 40 CFR 1508.8, refer to these consequences as secondary impacts. Secondary impacts may include changes in land use, economic vitality, and population density, which are all elements of growth.

The California Environmental Quality Act (CEQA) also requires the analysis of a project's potential to induce growth. CEQA guidelines, Section 15126.2(d), require that environmental documents "…discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment..."

2.2.2 Environmental Consequences

The information in this section is based primarily on a technical Community Impact Assessment (August 2010, with February 2011 Addendum) that was prepared for the project. This study is incorporated into this EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

The project is located within an urbanized and mostly-developed area of the City of San Jose. Therefore, the project will not open additional areas to development. In addition, while the proposed interchange improvements will improve traffic operations, the overall capacity of the I-280 and I-880 freeways will not substantially change. Similarly, the overall capacity of Stevens Creek Boulevard will not substantially change because the project will not add any new thru lanes to that roadway.

There are no pending or recently-approved projects whose construction is conditioned upon the implementation of the project.

2.3 RELOCATIONS AND REAL PROPERTY ACQUISITION

2.3.1 Regulatory Setting

The Department's Relocation Assistance Program (RAP) is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 Code of

Federal Regulations (CFR) Part 24. The purpose of RAP is to ensure that persons displaced as a result of a transportation project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole. Please see Appendix C for a summary of the RAP.

All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 U.S.C. 2000d, et seq.). Please see Appendix B for a copy of the Department's Title VI Policy Statement.

2.3.2 Affected Environment

The information in this section is based primarily on a technical Relocation Impact Memorandum (August 2010, with February 2011 Addendum) that was prepared for the project. This study is incorporated into this EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

There are three single-family residences that would be acquired by the project. The three residences are adjacent to each other at 501, 517, and 537 Parkmoor Avenue. The residences are at the edge of a neighborhood that is bounded by I-880 on the west, I-280 on the south, Bascom Avenue on the east, and Stevens Creek Boulevard on the north. The neighborhood is comprised of approximately 410 single-family residences.

The residences were constructed in 1953 as part of a residential subdivision known as the Orchard Dell Tract. The residences are typical 3-bedroom, single-story, Ranch Style homes of approximately 1,500 square feet on 7,000 - 8,000 square foot lots. According to the office of the Santa Clara County Assessor, two of the three residences are owner-occupied.

2.3.3 Environmental Consequences

The Build Alternative will necessitate the relocation of the residents living in the three single-family dwellings located at 501, 517, and 537 Parkmoor Avenue.

2.3.4 Avoidance, Minimization, And/or Mitigation Measures

These three properties will be purchased at fair market value. Residents will receive relocation assistance in accordance with the provision of the Department's RAP. The type of relocation assistance provided will vary on a case-by-case basis, depending on such factors as whether the occupant is an owner or renter, how long the occupant has lived in the home, cost differential between existing and replacement housing, etc. For a summary of the RAP, please see Appendix C of this document.

The type of residences being acquired (i.e., 3-bedroom, single-family dwellings of approximately 1,500 square feet) are common in neighborhoods throughout San Jose and Santa Clara County. Therefore, obtaining replacement housing for both residential owners and tenants should not be problematic.

2.4 ENVIRONMENTAL JUSTICE

2.4.1 Regulatory Setting

All projects involving a federal action (funding, permit, or land) must comply with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations,* signed by President Clinton on February 11, 1994. This Executive Order directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2011, this was $22,350 for a family of four.

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in this project. The Department's commitment to upholding the mandates of Title VI is evidenced by its Title VI Policy Statement, signed by the Director, which can be found in Appendix B of this document.

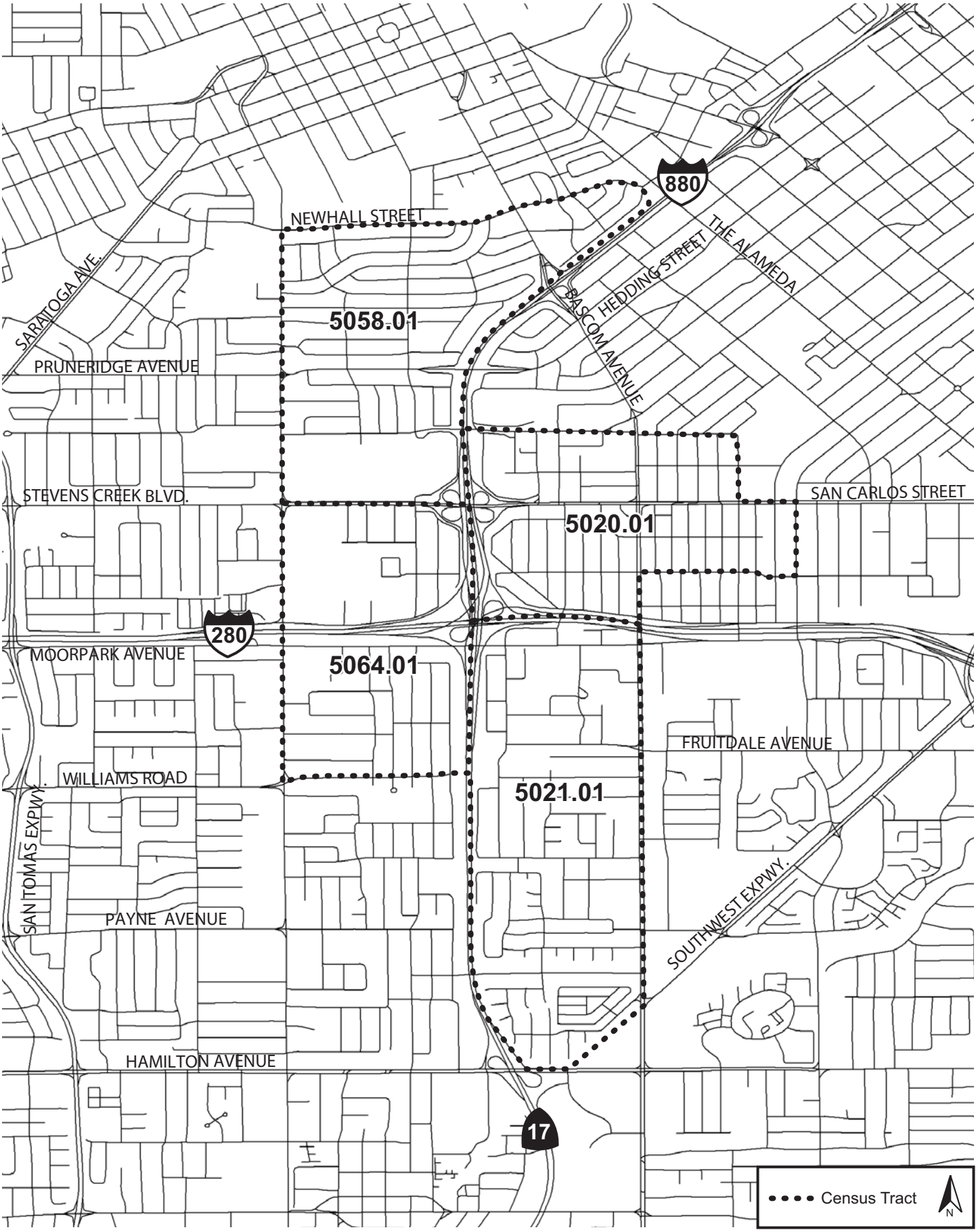
2.4.2 Affected Environment

The information in this section is based primarily on a technical Community Impact Assessment (August 2010, with February 2011 Addendum) that was prepared for the project. This study is incorporated into this EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

2.4.2.1 *Methodology*

For the purpose of determining whether the project would result in disproportionate impacts to minority and/or low-income populations, an "environmental justice" study area was defined consisting of the four census tracts that encompass the land uses located adjacent to SR-17, I-280, and I-880 within the project limits, as shown on Figure 4. The demographic characteristics of the population within the study area were also compared to that for the City of San Jose as a whole.

In addition, field surveys of the study area were undertaken to look for factors (e.g., less well-maintained dwelling units) that could indicate the presence of low-income populations.



ENVIRONMENTAL JUSTICE STUDY AREA

FIGURE 4

The purpose of this research was to determine if minority and/or low-income populations are present in sufficient numbers such that the project could potentially result in a *disproportionately* high and adverse effect on these populations. In other words, what is needed is to show the comparative effects on these populations in relation to either non-minority or higher income populations, as appropriate.

2.4.2.2 *Results*

As shown in Table 6, the majority of the population within the study area are not minorities and are not persons of low-income. The data in Table 6 also show that the percentage of each minority population within the study area is lower than, or the same as, that found throughout the City of San Jose as a whole.

T A B L E 6

EXISTING DEMOGRAPHICS IN THE STUDY AREA & CITY OF SAN JOSE

	Study Area	City of San Jose
Total Population	11,175	894,943
Minority Populations (% of total)		
Black	3 %	4 %
Asian American	13 %	27 %
Native American	1 %	1 %
Hispanic	18 %	30 %
% of Population below Poverty Guidelines	7 %	10 %

Notes:

- The U.S. Department of Transportation defines a "minority" as a person who is Black, Asian American (defined as the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands), American Indian/Alaskan Native, or Hispanic (defined as Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race). "Low-Income" is defined as a person whose median household income is at or below the Department of Health & Human Services poverty guidelines. [Department of Transportation Final Order to Address Environmental Justice in Minority and Low-Income Populations, 1997]
- Study area is comprised of the four census tracts that encompass the land uses adjacent to SR-17, I-280, and I-880 within the project limits.

Source: Year 2000 U.S. Census

Similarly, the percentage of the population that is defined as low-income is lower within the study area than for the City of San Jose as a whole.

Field surveys of the study area determined that, with few exceptions, the neighborhoods contain homes that are well-maintained and in good condition. Similarly, most of the businesses in the study area are well-maintained. The study area is generally considered to be a thriving and desirable location. The businesses in the area, which include Santana Row and Westfield Valley Fair, are regional destinations.

Based on the above, the impacts of the project would primarily affect non-minority and non-low-income populations since they comprise the majority of persons in the study area. Any impacts associated with the project would not, therefore, result in disproportionately high impacts to minority or low-income populations.

2.4.2.3 *Conclusion*

No minority or low-income populations that would be adversely affected by the proposed project have been identified as determined above. Therefore, this project is not subject to the provisions of E. O. 12898.

2.4.3 Avoidance, Minimization, and/or Mitigation Measures

Based on the above discussion and analysis, the Build Alternative will not cause disproportionately high and adverse effects on any minority or low-income populations as per E.O. 12898 regarding environmental justice.

2.5 UTILITIES/EMERGENCY SERVICES

2.5.1 Affected Environment

The information in this section is based primarily on a technical Community Impact Assessment (August 2010, with February 2011 Addendum) that was prepared for the project. This study is incorporated into this EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

Various utility lines (e.g., gas, electric, water, communications, sanitary sewer, stormwater, etc.) cross SR-17, I-280, and I-880 and are located along/within the local streets that cross or parallel the freeways.

San Jose Fire Station #10 is located in the project area at 511 S. Monroe Street, near the intersection of Monroe Street/Tisch Way. The station houses an engine company and a battalion chief. Station 10's service area encompasses locations on both the north and south sides of I-280. Depending on the location of the emergency, either westbound Tisch Way or northbound Monroe Street is used as the emergency response route from Station 10.

2.5.2 Environmental Consequences

Where necessary to construct the project, some existing utility lines will be relocated, as is commonplace for projects of this nature. Such utility work will not result in disruption of utility services in the project area because existing lines will not be disconnected prior to the relocated lines being in place.

Emergency services would indirectly benefit from the proposed project in that, by reducing peak commute period congestion, emergency vehicle response times will be reduced.

The project will not sever or alter traffic patterns in the vicinity of San Jose Fire Station #10. All existing access between local streets and freeways will be maintained and improved. Further, to the extent that the project will reduce congestion and queuing, emergency responses times will be improved. Therefore, the project will not result in adverse effects on emergency response routes and/or times from San Jose Fire Station #10.

2.5.3 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.6 TRAFFIC AND TRANSPORTATION/ PEDESTRIAN AND BICYCLE FACILITIES

2.6.1 Regulatory Setting

The Department, as assigned by FHWA, directs that full consideration should be given to the safe accommodation of pedestrians and bicyclists during the development of federal-aid highway projects (see 23 CFR 652). It further directs that the special needs of the elderly and the disabled must be considered in all federal-aid projects that include pedestrian facilities. When current or anticipated pedestrian and/or bicycle traffic presents a potential conflict with motor vehicle traffic, every effort must be made to minimize the detrimental effects on all highway users who share the facility.

The Department is committed to carrying out the 1990 Americans with Disabilities Act (ADA) by building transportation facilities that provide equal access for all persons. The same degree of convenience, accessibility, and safety available to the general public will be provided to persons with disabilities.

2.6.2 Affected Environment

The information in this section is based primarily on a technical Traffic Operations Analysis Report (June 2010, with March 2011 Addendum) that was prepared for the project. This study is incorporated into this EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

The study area for the traffic and transportation analysis was defined to include the project limits and the adjacent areas that will (or could) be affected by the proposed improvements. The study area includes segments of SR-17, I-280, and I-880 in the project vicinity, as well as nearby local streets and intersections. Please see Figure 5 for the locations of the study intersections.

2.6.2.1 *Existing Roadway Network*

I-880 is a north-south freeway that extends from I-280 in San Jose on the south to I-80 in Oakland on the north. Within the project limits, I-880 is three lanes in each direction and interchanges are located at Stevens Creek Boulevard and I-280. South of I-280, the freeway becomes SR-17.

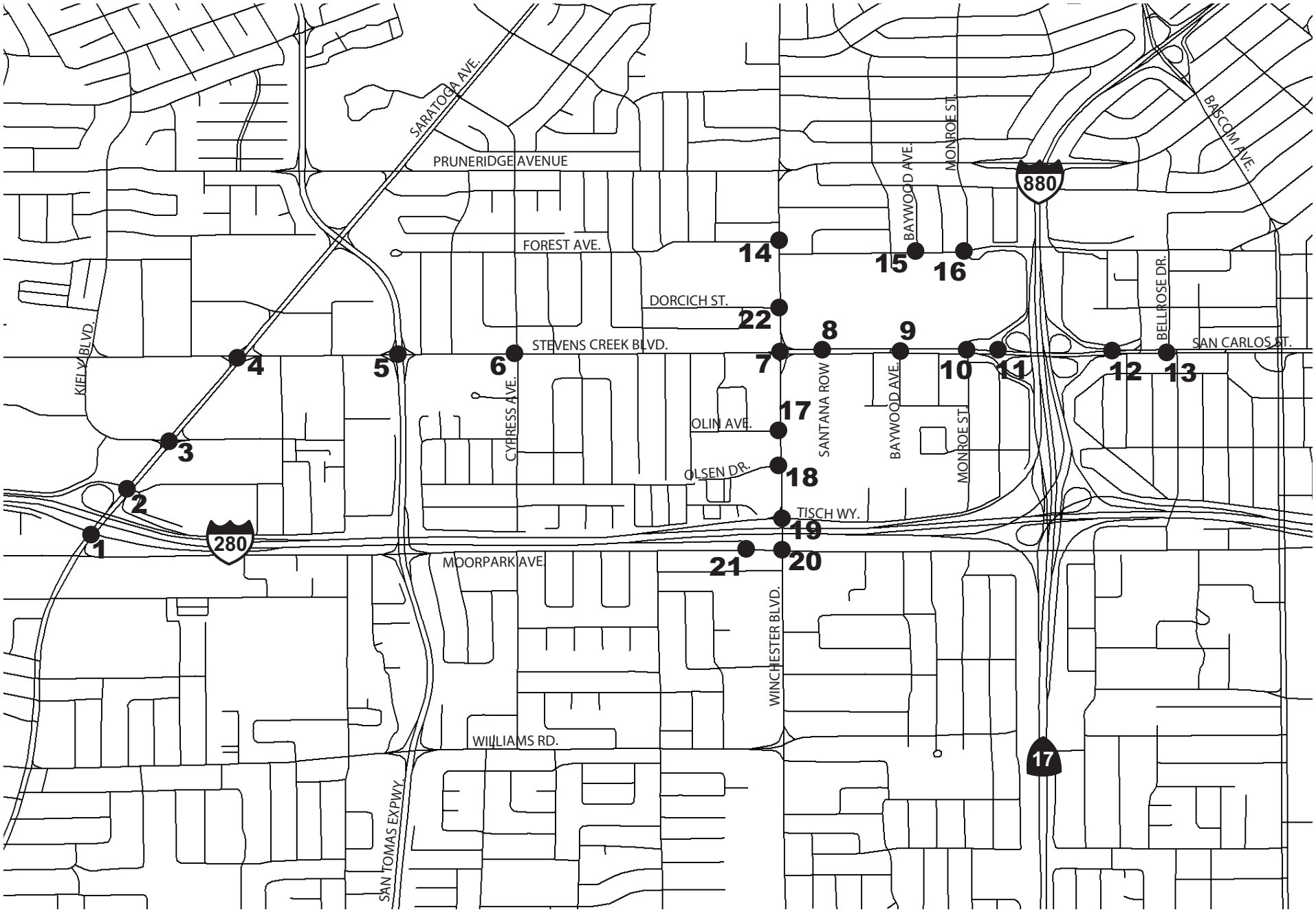
SR-17 is a north-south freeway that extends from SR-1 in Santa Cruz on the south to I-280 in San Jose on the north. Within the project limits, SR-17 is three lanes in each direction. North of I-280, the freeway becomes I-880.

I-280 is a north-south freeway that extends from U.S. 101 in San Jose on the south to San Francisco on the north. Within the project limits, I-280 is three mixed-flow lanes and one high occupancy vehicle (HOV) lane in each direction. A partial access interchange is located at Winchester Boulevard and a full-access interchange is located at I-880/SR-17.

Stevens Creek Boulevard is a major east-west arterial that begins in the west in the City of Cupertino and extends easterly through the Cities of Santa Clara and San Jose. Within the project limits, there is an interchange on Stevens Creek Boulevard with I-880, with ramp connections to southbound SR-17 and southbound I-280. East of Bascom Avenue, Stevens Creek Boulevard becomes San Carlos Street.

Winchester Boulevard is a major north-south arterial that begins in the south in the Town of Los Gatos and extends northerly through the Cities of Campbell, San Jose, and Santa Clara. Adjacent to the project limits, there is a partial interchange on Winchester Boulevard with I-280.

Other designated arterial streets within the project area are Moorpark Avenue, Forest Avenue, and North Monroe Street.



STUDY INTERSECTIONS

FIGURE 5

2.6.2.2 *Existing Public Transit*

Bus service in the project area and throughout Santa Clara County is provided by the Santa Clara Valley Transportation Authority (VTA). Within the project limits, Express Routes 103 and 182 utilize I-280 and the Highway 17 Express utilizes SR-17. VTA's Valley Fair Transit Center, which is located on the north side of Valley Fair on Forest Avenue, is served by Bus Routes 23 and 60. There is presently no bus service on Stevens Creek Boulevard within the project limits. However, VTA's *Valley Transportation Plan 2035* (VTP 2035) lists a future bus rapid transit (BRT) line along Stevens Creek Boulevard between Cupertino and Downtown San Jose, which includes the segment of Stevens Creek Boulevard at I-880.

2.6.2.3 *Existing and Planned Bicycle and Pedestrian Facilities*

According to bikeways maps published by VTA and the City of San Jose, there are no existing bike lanes, bike paths, bike routes, or bike boulevards in the project vicinity. Sidewalks are present along both sides of Stevens Creek Boulevard in the project area.

The *Santa Clara Countywide Bicycle Plan* (2008) includes a proposed Cross County Bicycle Corridors network, the purpose of which is to provide continuous connections between Santa Clara County jurisdictions and to adjacent counties, and to serve the major regional trip-attractors in the County. The Plan identifies two such corridors in the immediate project area:

- *Corridor 10B*: east-west corridor along Stevens Creek Boulevard/San Carlos Street, 11 miles in length, extending from Cupertino on the west to Downtown San Jose on the east. The specific proposed improvement would consist of the construction of bike lanes on Stevens Creek Boulevard/San Carlos Street.
- *Corridor 11B*: north-south corridor on various streets, 4.3 miles in length, connecting Campbell to Santa Clara University. In the project vicinity, this corridor would utilize Monroe Street, both north and south of Stevens Creek Boulevard.

The *San Jose Bike Plan 2020* (2009) identifies future bike lanes on Monroe Street between Tisch Way on the south and Newhall Street on the north.

See Section 1.3.1.4 for a description of bicycle and pedestrian improvements included in the project.

2.6.2.4 *Existing Traffic Conditions*

Section 1.2.2, *Need for the Project*, provides an overview of existing congestion in the project area. Congestion occurs during the weekday morning and afternoon peak commute periods, as well as during peak shopping periods (e.g., Saturdays and Christmas). Table 7 shows the existing traffic volumes on local streets in the project area during the weekday AM peak-hour (8-9 AM), weekday PM peak-hour (5-6 PM), and Saturday peak (2-3 PM).

TABLE 7

EFFECT OF PROJECT ON EXISTING TWO-WAY TRAFFIC DEMAND VOLUMES

Street Segment	Weekday AM Peak-Hour		Weekday PM Peak-Hour		Saturday Peak-Hour	
	Existing Conditions	Change Resulting from the Build Alternative	Existing Conditions	Change Resulting from the Build Alternative	Existing Conditions	Change Resulting from the Build Alternative
Winchester Boulevard						
N of Stevens Creek	1,350	0	2,100	0	2,450	0
Stevens Creek - Olin	1,450	0	2,750	0	2,800	0
Olin - Olsen	1,500	0	2,650	0	2,750	0
Olsen - Tisch	1,600	0	3,000	0	3,050	0
Tisch - Moorpark	2,100	0	3,200	0	2,900	0
S of Moorpark	1,950	0	2,900	0	2,250	0
Stevens Creek Boulevard						
W of Winchester	1,850	0	2,750	0	3,300	0
Winchester - Santana Row	2,050	0	3,550	0	3,500	0
Santana Row - Baywood	2,200	0	4,000	0	4,050	0
Baywood - Monroe	2,350	0	4,250	0	4,500	0
E of NB 880 Ramps	2,100	0	2,400	0	2,350	0
Moorpark Avenue						
W of I-280 Offramp	1,450	0	1,950	0	2,150	0
I-280 Offramp - Winchester	1,450	0	2,150	0	1,800	0
E of Winchester	1,900	0	2,300	0	1,400	0
Tisch Way						
E of Winchester	200	0	600	0	350	0
Monroe Street						
N of Stevens Creek	250	0	1,150	0	2,050	0
S of Stevens Creek	500	0	600	0	400	0
Olsen Drive						
W of Winchester	100	0	200	0	300	0

This table shows how the project would affect existing volumes; it provides a direct comparison to existing conditions and excludes any changes due to planned growth and/or any planned transit or roadway improvement projects in the area.

The weekday AM peak-hour is 8:00 AM - 9:00 AM.
The weekday PM peak-hour is 5:00 PM - 6:00 PM.
The Saturday peak-hour is 2:00 PM - 3:00 PM.

Volumes are rounded to the nearest 50.

Source: Traffic Operations Analysis Report for SR-17/I-280/I-880 Interchange, I-280/Winchester Blvd Interchange, and I-880/Stevens Creek Blvd Interchange Improvements Project, 2010.

The time it takes to drive between two points, commonly referred to as “travel time” data, is a useful measure of how a roadway facility is operating under specified conditions. Table 8 shows the existing travel time data for project-area segments of I-280, I-880, Stevens Creek Boulevard, and Winchester Boulevard under existing peak-period conditions.

Intersection Levels of Service

Local street performance is measured using the "level of service" (LOS) concept, whereby traffic demand is evaluated in the context of capacity. Since intersections are a key factor in determining the capacity of local streets, the adopted procedures of VTA and the City of San Jose focus on peak-hour operations at intersections. The methodology computes a level of service taking into account factors such as the demand for each traffic movement (i.e., left turns, straight, right turns), the number of lanes, and (where applicable) signal timing. Based on these factors, the methodology computes the average delay per vehicle at the intersection using software known as Synchro and Corsim, to which a corresponding level of service is assigned. As summarized in Table 9, level of service can range from "LOS A", representing free-flow conditions, to "LOS F", representing jammed/over-saturated conditions.

The City of San Jose’s minimum acceptable LOS for peak-hour operations at local intersections is LOS D. In addition to local intersections, various intersections in Santa Clara County are designated as "Congestion Management Program (CMP) facilities" because they function as key elements in the Santa Clara County highway network. The minimum acceptable LOS for CMP-designated intersections is LOS E.[7]

The traffic analysis prepared for this project evaluated the peak-hour operations at 22 intersections in the project area. The study intersections were chosen based on their proximity to the proposed improvements. These intersections are listed in Table 10, as well as shown on Figure 5. An asterisk (*) indicates that the intersection is designated as part of the CMP network.

Table 10 shows the existing peak-hour levels of service at each of the study intersections, which are based on observed peak-hour traffic flow volumes. The levels of service were calculated using the above-described methodology. As shown in Table 10, there is one intersection, Winchester Boulevard at Moorpark Avenue, which is operating below acceptable levels of service under existing conditions during the weekday PM peak period.

[7]VTA is the Congestion Management Agency for Santa Clara County and is responsible for the County Congestion Management Plan (CMP). Under Proposition 111, which was approved by voters in 1990, urbanized counties in California are required to prepare CMPs to maintain eligibility for gas tax subventions.

T A B L E 8

EFFECT OF PROJECT ON EXISTING PEAK-HOUR TRAVEL TIMES

Roadway Segment	Peak Period	Travel Time [minutes]	
		Existing Conditions	With the Build Alternative
Southbound I-880 (Bascom to I-280)	AM	2.8	2.8
	PM	3.0	3.0
	Saturday	2.9	2.8
Northbound I-880 (I-280 to Bascom)	AM	3.9	3.5
	PM	3.4	3.4
	Saturday	3.5	3.5
Southbound I-280 (Saratoga to Moorpark)	AM	3.1	3.2
	PM	3.3	3.3
	Saturday	2.9	2.9
Northbound I-280 (Meridian to Saratoga)	AM	12.6	12.7
	PM	4.4	4.5
	Saturday	4.6	4.2
Westbound Stevens Creek Blvd. (Bellrose to Winchester)	AM	3.2	3.2
	PM	4.1	4.0
	Saturday	5.0	5.1
Eastbound Stevens Creek Blvd. (Winchester to Bellrose)	AM	3.3	3.4
	PM	4.8	5.3
	Saturday	4.6	5.0
Southbound Winchester Blvd. (Forest to Moorpark)	AM	3.0	2.9
	PM	3.8	3.9
	Saturday	3.3	3.3
Northbound Winchester Blvd. (Moorpark to Forest)	AM	2.7	2.7
	PM	3.2	3.2
	Saturday	3.4	3.4

This table shows how the project would affect existing travel times; it provides a direct comparison to existing conditions and excludes any changes due to planned growth and/or any planned transit or roadway improvement projects in the area.

Source: Traffic Operations Analysis Report for SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Improvements Project, 2010, with March 2011 Addendum.

T A B L E 9

LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS

Level of Service	Description of Operations	Average Control Delay[a] (seconds/vehicle)
A	Insignificant Delays: No approach phase is fully utilized and no vehicle waits longer than one red indication.	≤ 10
B	Minimal Delays: An occasional approach phase is fully utilized. Drivers begin to feel restricted.	> 10 to 20
C	Acceptable Delays: Major approach phase may become fully utilized. Most drivers feel somewhat restricted.	> 20 to 35
D	Tolerable Delays: Drivers may wait through no more than one red indication. Queues may develop but dissipate rapidly, without excessive delays.	> 35 to 55
E	Significant Delays: Volumes approaching capacity. Vehicles may wait through several signal cycles and long vehicle queues from upstream.	> 55 to 80
F	Excessive Delays: Represents conditions at capacity, with extremely long delays. Queues may block upstream intersections.	> 80

[a] Average Control Delay includes the time for initial deceleration delay, queue move-up time, stopped delay, and final acceleration.

Source: Transportation Research Board, 2000 Highway Capacity Manual.

TABLE 10

EFFECT OF PROJECT ON EXISTING INTERSECTION LEVELS OF SERVICE

Intersection			Weekday AM Peak-Hour		Weekday PM Peak-Hour		Saturday Peak-Hour	
#	Name	Scenario	Delay	LOS	Delay	LOS	Delay	LOS
1	Saratoga Ave. at SB I-280 Ramps*	Existing Conditions	13.5	B	20.9	C	25.7	C
		With Build Alternative	13.8	B	21.0	C	25.5	C
2	Saratoga Ave. at NB I-280 Ramps*	Existing Conditions	14.6	B	14.0	B	0.4	A
		With Build Alternative	14.1	B	14.2	B	0.4	A
3	Saratoga Ave. at Kiely Blvd.*	Existing Conditions	22.3	C	33.7	C	31.4	C
		With Build Alternative	22.7	C	33.2	C	30.8	C
4	Stevens Creek Bl. at Saratoga Ave.*	Existing Conditions	32.6	C	38.0	D	33.2	C
		With Build Alternative	32.8	C	37.3	D	31.6	C
5	Stevens Creek Bl. at San Tomas Exp*	Existing Conditions	43.5	D	56.2	E	36.5	D
		With Build Alternative	42.6	D	57.9	E	35.6	D
6	Stevens Creek Bl. at Cypress Ave.	Existing Conditions	8.6	A	13.6	B	12.4	B
		With Build Alternative	8.4	A	13.2	B	12.1	B
7	Stevens Creek Bl. at Winchester Bl.*	Existing Conditions	26.3	C	40.5	D	47.4	D
		With Build Alternative	24.6	C	40.3	D	50.6	D
8	Stevens Creek Bl. at Santana Row	Existing Conditions	11.7	B	25.8	C	39.9	D
		With Build Alternative	11.2	B	24.5	C	40.1	D
9	Stevens Creek Bl. at Baywood Ave.	Existing Conditions	4.9	A	10.7	B	17.7	B
		With Build Alternative	5.1	A	10.3	B	18.0	B
10	Stevens Creek Bl. at Monroe St.	Existing Conditions	19.2	B	36.6	C	25.8	C
		With Build Alternative	12.4	B	28.1	C	23.4	C
11	Stevens Creek Bl. at SB I-880 Ramp*	Existing Conditions	2.8	A	8.3	A	29.7	C
		With Build Alternative	10.7	B	22.2	C	21.4	C
12	Stevens Creek Bl. at NB I-880 Ramps	Existing Conditions	n/a	n/a	n/a	n/a	n/a	n/a
		With Build Alternative	12.4	B	16.1	B	19.8	B
13	Stevens Creek Bl. at Bellerose Dr.	Existing Conditions	22.8	C	18.7	B	17.9	B
		With Build Alternative	21.7	C	19.8	B	17.5	B
14	Forest Ave. at Winchester Blvd.	Existing Conditions	20.6	C	17.5	B	14.1	B
		With Build Alternative	20.6	C	17.5	B	14.1	B
15	Forest Ave. at Baywood Ave.	Existing Conditions	7.9	A	24.5	C	16.0	B
		With Build Alternative	7.9	A	24.5	C	16.0	B

T A B L E 1 0 [continued]

EFFECT OF PROJECT ON EXISTING INTERSECTION LEVELS OF SERVICE

Intersection			Weekday AM Peak-Hour		Weekday PM Peak-Hour		Saturday Peak-Hour	
#	Name	Scenario	Delay	LOS	Delay	LOS	Delay	LOS
16	Forest Ave. at Monroe Street	Existing Conditions	13.6	B	18.0	B	17.3	B
		With Build Alternative	13.6	B	18.0	B	17.3	B
17	Winchester Blvd. at Olin Ave.	Existing Conditions	9.1	A	11.9	B	14.4	B
		With Build Alternative	9.4	A	12.3	B	13.8	B
18	Winchester Blvd. at Olsen Drive	Existing Conditions	8.9	A	13.6	B	17.7	B
		With Build Alternative	8.5	A	13.7	B	18.0	B
19	Winchester Blvd. at Tisch Way	Existing Conditions	11.5	B	20.3	C	13.3	B
		With Build Alternative	11.5	B	19.2	B	11.9	B
20	Winchester Blvd. at Moorpark Ave.	Existing Conditions	30.4	C	56.3	E	50.1	D
		With Build Alternative	29.8	C	55.0	D	49.5	D
21	Moorpark Ave. at SB I-280 Off-Ramp	Existing Conditions	17.5	B	33.5	C	27.2	C
		With Build Alternative	18.4	B	33.6	C	27.3	C
22	Winchester Blvd. at Dorcich Street	Existing Conditions	6.8	A	20.2	C	20.8	C
		With Build Alternative	6.8	A	20.2	C	20.8	C

This table shows how the project would affect existing peak-hour operations at the study intersections; it provides a direct comparison to existing conditions and excludes any changes due to planned growth and/or any planned transit or roadway improvement projects in the area.

Notes:
1. Intersection locations are shown on Figure 5.
2. * denotes a CMP intersection.

Source: Traffic Operations Analysis Report for SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Improvements Project, 2010, with March 2011 Addendum.

T A B L E 1 1

EFFECT OF PROJECT ON EXISTING PEAK-PERIOD FREEWAY CONGESTION
[Expressed as Vehicle Hours of Delay]

	Existing Conditions	With the Build Alternative
Southbound I-880		
Weekday AM	40	40 (0%)
Weekday PM	100	100 (0%)
Saturday	45	40 (-11%)
Northbound I-880		
Weekday AM	425	425 (0%)
Weekday PM	80	80 (0%)
Saturday	50	50 (0%)
Southbound I-280		
Weekday AM	30	30 (0%)
Weekday PM	100	100 (0%)
Saturday	30	30 (0%)
Northbound I-280		
Weekday AM	2,920	2,930 (0%)
Weekday PM	140	160 (14%)
Saturday	155	90 (-42%)
Total		
Weekday AM	3,415	3,425 (0%)
Weekday PM	420	440 (5%)
Saturday	280	210 (-25%)

This table shows how the project would affect existing peak-hour freeway congestion in the project vicinity; it provides a direct comparison to existing conditions and excludes any changes due to planned growth and/or any planned transit or roadway improvement projects in the area.

Numbers in ( ) represent the percentage change, as compared to existing conditions.

Source: Traffic Operations Analysis Report for SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Improvements Project, 2010, with March 2011 Addendum.

2.6.2.5 *Future "No Build" Traffic Conditions*

VTA's Countywide travel demand model was used to forecast future traffic volumes in the project area. Consistent with standard practice, the year 2035 was chosen for the long-term horizon year as it is 20 years beyond the estimated 2015 project completion date.

The benefit of the travel demand model is that it provides projections of future traffic volumes, taking into account traffic from future development planned for in the approved general plans of the cities in Santa Clara County. The model also accounts for planned growth in the region, as well as planned improvements to the transportation network.

When compared to existing conditions, key findings as to future (2035) travel demand in the project area are as follows:

- During the weekday AM peak period, the growth projected for 2035 will greatly increase the severity of congestion on the freeways in the study area due to existing bottlenecks on northbound I-880 and northbound I-280. In the case of northbound I-280, queues from bottlenecks within the study area are projected to extend well upstream of the analysis network limit. The segments of southbound I-880 and southbound I-280 within the study area are expected to experience only minor mainline slowing during the AM peak period. Conditions on the currently congested connectors from southbound I-880 to northbound I-280 and southbound I-280 to northbound I-880 are expected to worsen, while all other ramps are expected to operate at acceptable levels of service.

- During the weekday PM peak period, only modest increases in congestion are projected for most facilities within the study area. The primary exception is northbound I-280 where the growth projected for 2035 will greatly increase the severity of congestion due to existing bottlenecks within the study area. Queues on northbound I-280 are projected to extend upstream well beyond the analysis network limit. Although traffic on southbound I-880 is expected to be metered by bottlenecks located to the north outside the study area, slowdowns are also expected at various locations within the study segment in 2035. On southbound I-280, high demands at the boundary to the study are forecast to result in congestion north of Saratoga Avenue. No significant congestion is expected on northbound I-880 during the PM peak period in 2035.

- During the Saturday mid-day peak, no significant mainline congestion is projected for the segments of southbound I-880, northbound I-880 and southbound I-280 in the study area under No Build conditions. However, it is anticipated that future traffic growth will exacerbate existing traffic deficiencies in this area, and result in further impacts to westbound Stevens Creek Blvd, the northbound I-880/Stevens Creek Boulevard collector road, and northbound I-280. Queues from Stevens Creek and the collector road are expected to spill back onto northbound I-280 starting shortly after noon. The high demands in the section between the Menker Avenue on-ramp and the off-ramp to the northbound I-880/Stevens Creek collector,

combined with a high number of ramps, associated weave or merge conflicts and right-lane overloading, are also expected to create congestion on northbound I-280 throughout the period. As a result of these constraints, the queue on northbound I-280 is projected to extend well beyond Meridian Avenue for almost the entire analysis period.

The above findings are illustrated by projected "no build" travel times on project-area freeways and local streets. Specifically, when compared to existing conditions, the data in Table 12 show substantial increases in travel time on northbound I-880, northbound I-280, Stevens Creek Boulevard, and Winchester Boulevard.

Projected "no build" traffic volumes for the local streets in the project area are shown in Table 13. The data indicate that future traffic volumes will - at most locations - be higher than existing volumes, which accounts for planned development in the region.

Table 14 shows projected "no build" levels of service for the study intersections for the weekday AM and PM peak-hours, as well as the Saturday peak-hour. The levels of service are based on projected "constrained" traffic volumes, which are the 2035 demand volumes adjusted to reflect the impacts of bottlenecks and other constraints throughout the network. The purpose of adjusting the demand volumes to account for factors such as bottlenecks is to provide a picture of what would be observed in the field if the forecasted conditions were realized.

By 2035, the following intersections are projected to operate at unacceptable levels of service under peak-hour "no build" conditions:

- Stevens Creek Boulevard at Saratoga Avenue (Saturday)
- Stevens Creek Boulevard at San Tomas Expressway (AM and PM)
- Stevens Creek Boulevard at Cypress Avenue (AM)
- Stevens Creek Boulevard at Winchester Boulevard (Saturday)
- Stevens Creek Boulevard at Monroe Street (Saturday)
- Winchester Boulevard at Tisch Way (PM)
- Winchester Boulevard at Moorpark Avenue (PM)
- Moorpark Avenue at Southbound I-280 Off-Ramp (PM)

2.6.3 Environmental Consequences

This section describes the effects of the project on traffic, transit, and pedestrian/bicycles facilities. The effects of the project are presented for two different scenarios:

- *Comparison to Existing Conditions*: This comparison answers the question "how would the project change the existing transportation and traffic environment?". It is a direct comparison

TABLE 12

COMPARISON OF FUTURE (YEAR 2035) PEAK-HOUR TRAVEL TIMES
[Expressed in Minutes]

Roadway Segment	Peak Period	No Build Alternative	Build Alternative
Southbound I-880 (Bascom to I-280)	AM	3.5	3.2
	PM	3.3	3.3
	Sat	2.9	3.2
Northbound I-880 (I-280 to Bascom)	AM	16.9	16.1
	PM	4.9	4.9
	Sat	3.6	3.8
Southbound I-280 (Saratoga to Moorpark)	AM	4.4	4.3
	PM	4.4	4.4
	Sat	3.2	3.2
Northbound I-280 (Meridian to Saratoga)	AM	21.7	22.0
	PM	16.4	15.9
	Sat	17.3	11.6
Westbound Stevens Creek Blvd. (Bellrose to Winchester)	AM	4.1	4.7
	PM	8.3	8.1
	Sat	6.6	8.5
Eastbound Stevens Creek Blvd. (Winchester to Bellrose)	AM	3.8	4.2
	PM	7.0	9.3
	Sat	9.4	10.4
Southbound Winchester Blvd. (Forest to Moorpark)	AM	3.6	3.7
	PM	5.0	4.9
	Sat	3.9	3.9
Northbound Winchester Blvd. (Moorpark to Forest)	AM	3.0	3.0
	PM	5.3	4.9
	Sat	4.8	4.7

For illustration purposes, entries shaded in orange illustrate where the project will increase travel times by one minute or more, as compared to the No Build Alternative. Entries shaded in green illustrate where the project will decrease travel times by one minute or more, as compared to the No Build Alternative.

Source: Traffic Operations Analysis Report for SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Improvements Project, 2010.

TABLE 13

FUTURE (YEAR 2035) TWO-WAY TRAFFIC DEMAND VOLUMES

Street Segment	Weekday AM Peak-Hour		Weekday PM Peak-Hour		Saturday Peak-Hour	
	No Build Alternative	Change Resulting from the Build Alternative	No Build Alternative	Change Resulting from the Build Alternative	No Build Alternative	Change Resulting from the Build Alternative
Winchester Boulevard						
N of Stevens Creek	1,750	0	3,800	0	2,900	0
Stevens Creek - Olin	1,650	0	3,800	0	3,200	0
Olin - Olsen	1,900	0	3,750	0	3,250	0
Olsen - Tisch	1,950	0	4,200	0	3,500	0
Tisch - Moorpark	2,500	0	4,650	0	3,450	0
S of Moorpark	2,250	0	4,000	0	3,100	0
Stevens Creek Boulevard						
W of Winchester	3,850	0	4,450	0	5,100	0
Winchester - Santana Row	4,200	0	5,450	0	4,800	0
Santana Row - Baywood	4,400	0	5,650	0	5,500	0
Baywood - Monroe	4,700	0	5,600	0	6,100	0
E of NB 880 Ramps	3,500	0	3,750	0	2,800	0
Moorpark Avenue						
W of I-280 Offramp	1,750	0	2,700	0	2,250	0
I-280 Offramp - Winchester	1,800	0	2,700	0	2,500	0
E of Winchester	2,750	0	3,550	0	1,950	0
Tisch Way						
E of Winchester	200	0	750	0	500	0
Monroe Street						
N of Stevens Creek	250	0	1,100	0	2,100	0
S of Stevens Creek	500	0	700	0	750	0
Olsen Drive						
W of Winchester	150	0	200	0	350	0

The weekday AM peak-hour is 8:00 AM - 9:00 AM. Volumes are rounded to the nearest 50.
The weekday PM peak-hour is 5:00 PM - 6:00 PM.
The Saturday peak-hour is 2:00 PM - 3:00 PM.

Source: Traffic Operations Analysis Report for SR-17/I-280/I-880 Interchange, I-280/Winchester Blvd Interchange, and I-880/Stevens Creek Blvd Interchange Improvements Project, 2010.

TABLE 14

FUTURE (YEAR 2035) PEAK-HOUR INTERSECTION LEVELS OF SERVICE

Intersection		Peak Period	Year 2035			
			No Build Alternative		Build Alternative	
#	Name		Delay	LOS	Delay	LOS
1	Saratoga Avenue at SB I-280 Ramps*	AM	23.8	C	23.6	C
		PM	18.2	B	17.5	B
		Sat	60.7	E	61.1	E
2	Saratoga Avenue at NB I-280 Ramps*	AM	10.3	B	10.8	B
		PM	14.8	B	9.9	A
		Sat	7.9	A	8.5	A
3	Saratoga Avenue at Kiely Boulevard*	AM	37.3	D	38.4	D
		PM	57.7	E	48.5	D
		Sat	50.6	D	49.3	D
4	Stevens Creek Blvd. at Saratoga Avenue*	AM	31.6	C	31.5	C
		PM	46.6	D	41.6	D
		Sat	164.9	F	170.6	F
5	Stevens Creek Blvd. at San Tomas Expwy.*	AM	130.7	F	134.8	F
		PM	80.1	F	84.3	F
		Sat	73.7	E	71.4	E
6	Stevens Creek Blvd. at Cypress Avenue	AM	67.5	E	68.9	E
		PM	17.9	B	17.7	B
		Sat	23.3	C	24.5	C
7	Stevens Creek Blvd. at Winchester Blvd.*	AM	27.5	C	29.5	C
		PM	68.9	E	75.8	E
		Sat	126.0	F	127.4	F
8	Stevens Creek Blvd. at Santana Row	AM	17.7	B	20.3	C
		PM	40.8	D	40.1	D
		Sat	50.9	D	52.4	D
9	Stevens Creek Blvd. at Baywood Avenue	AM	5.4	A	6.0	A
		PM	40.5	D	42.2	D
		Sat	20.6	C	24.7	C

T A B L E 1 4 (continued)

FUTURE (YEAR 2035) PEAK-HOUR INTERSECTION LEVELS OF SERVICE

Intersection		Peak Period	Year 2035			
			No Build Alternative		Build Alternative	
#	Name		Delay	LOS	Delay	LOS
10	Stevens Creek Blvd. at Monroe Street	AM	14.4	B	13.8	B
		PM	30.5	C	33.9	C
		Sat	59.8	E	55.2	E
11	Stevens Creek Blvd. at I-880 SB Ramps*	AM	21.0	C	15.1	B
		PM	28.0	C	29.0	C
		Sat	45.2	D	58.9	E
12	Stevens Creek Blvd. at I-880 NB Ramps	AM	-	-	25.0	C
		PM	-	-	46.9	D
		Sat	-	-	155.3	F
13	Stevens Creek Blvd. at Bellerose Drive	AM	44.0	D	30.9	C
		PM	39.8	D	48.9	D
		Sat	22.8	C	25.7	C
14	Forest Ave. at Winchester Blvd.	AM	11.4	B	11.6	B
		PM	33.0	C	38.3	D
		Sat	20.6	C	20.8	C
15	Forest Ave. at Baywood Ave.	AM	4.9	A	5.2	A
		PM	20.3	C	20.3	C
		Sat	19.4	B	20.2	C
16	Forest Ave. at Monroe St.	AM	13.7	B	14.3	B
		PM	19.0	B	19.0	B
		Sat	23.3	C	22.5	C
17	Winchester Blvd. at Olin Avenue	AM	11.0	B	10.9	B
		PM	20.6	C	18.7	B
		Sat	17.4	B	17.6	B
18	Winchester Blvd. at Olsen Drive	AM	11.6	B	11.6	B
		PM	16.5	B	14.3	B
		Sat	16.8	B	17.0	B

T A B L E 1 4 (continued)

FUTURE (YEAR 2035) PEAK-HOUR INTERSECTION LEVELS OF SERVICE

Intersection		Peak Period	Year 2035			
			No Build Alternative		Build Alternative	
#	Name		Delay	LOS	Delay	LOS
19	Winchester Blvd. at Tisch Way	AM	14.6	B	14.5	B
		PM	62.2	E	56.6	E
		Sat	13.0	B	13.3	B
20	Winchester Blvd. at Moorpark Ave.	AM	27.9	C	27.8	C
		PM	95.8	F	94.7	F
		Sat	41.4	D	43.0	D
21	Moorpark Avenue at SB I-280 Off-ramp	AM	34.7	C	34.9	C
		PM	63.4	E	57.0	E
		Sat	18.0	B	19.0	B
22	Winchester Blvd. at Dorcich Street	AM	6.5	A	6.8	A
		PM	36.7	D	37.3	D
		Sat	20.2	C	20.0	C

Notes

1. Intersection locations are shown on Figure 5.
2. * denotes a CMP intersection.
3. Weekday AM peak-hour is 8-9 AM.
4. Weekday PM peak-hour is 5-6 PM.
5. Saturday peak-hour is 2-3 PM.

Source: Traffic Operations Analysis Report for SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Improvements Project, 2010.

T A B L E 1 5

EFFECT OF PROJECT ON YEAR 2035 PEAK-PERIOD FREEWAY CONGESTION
[Expressed as Vehicle Hours of Delay]

	No Build Alternative	Build Alternative
Southbound I-880		
AM	200	160 (-20%)
PM	390	270 (-31%)
Sat	130	350 (169%)
Northbound I-880		
AM	3,000	2,880 (-4%)
PM	160	150 (-6%)
Sat	110	170 (55%)
Southbound I-280		
AM	370	360 (-3%)
PM	700	700 (0%)
Sat	100	100 (0%)
Northbound I-280		
AM	18,070	17,740 (-2%)
PM	11,330	9,560 (-16%)
Sat	27,140	17,080 (-37%)
Total		
AM	21,640	21,140 (-2%)
PM	12,580	10,680 (-15%)
Sat	27,480	17,700 (-36%)

Numbers in ( ) represent the percentage change, as compared to the No Build Alternative.

Source: Traffic Operations Analysis Report for SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Improvements Project, 2010.

to the current environment that uses existing facilities, volumes, and traffic patterns. No planned improvements and/or changes in traffic volumes due to planned growth are accounted for.

- *Comparison to Future No Build Conditions*: This comparison shows the effects of the project as compared to anticipated future conditions, such conditions that represent changes that will occur with or without the project. This comparison is intended to disclose the complete or "cumulative" picture of the future transportation environment, taking into account traffic from future development planned for in the approved general plans of the cities in Santa Clara County. This comparison also accounts for planned growth in the region, as well as planned improvements to the transportation network.

All of the improvements that will be constructed by the project will comply with the applicable provisions of the ADA.

2.6.3.1 *Comparison to Existing Conditions*

Impacts on Freeways

In general, when compared to existing conditions, the proposed project will result in limited change in operating conditions on project-area freeways. During the weekday AM and PM peak periods, the project does not address the major mainline bottlenecks on I-880 and I-280 that impact the study area and as a result there is insignificant change in the reported performance measures. On Saturday, the improvements to the I-880/Stevens Creek interchange will relieve the problems on the northbound collector-distributor road and eliminate the spillback of queues onto northbound I-280, thus addressing a primary purpose of the project. However, some slowing on northbound I-280 is still expected due to the high demands, high number of ramps, and related weave and merge conflicts in the section between the Menker Avenue on-ramp and the off-ramp to the Stevens Creek collector.

Consistent with these general findings, most freeway performance measures (see Tables 8 and 11) show little or no change when the project is compared to existing conditions. The exceptions are the measures associated with northbound I-280 during the Saturday mid-day peak period. During this period, the project is estimated to reduce the vehicle hours of delay (VHD) on northbound I-280 from 155 VHD to 90 VHD, a decrease of 42%. The benefits along northbound I-280 are also reflected in a 9% reduction in travel time, as shown in Table 8. During the peak holiday season, when queue spillback onto northbound I-280 is more prevalent and extensive during weekends and weekday evenings, the project may provide even greater benefits than those described above.

Impacts on Freeway Ramps

With respect to the freeway connectors and ramps, the most significant change will be associated with the northbound I-280 to northbound I-880 movement. Under existing conditions, the movement from

northbound I-280 to northbound I-880 is made using the northbound Stevens Creek collector-distributor road. As such, traffic destined for northbound I-880 is subject to slowing on the collector-distributor road and delay at the ramp meter. With the project in place, the movement from northbound I-280 to northbound I-880 would use the same exit as SR-17 then a new freeway-to-freeway connector to northbound I-880 resulting in a significant reduction in the travel time for this movement.

Impacts on Local Streets

As shown in Table 7, the project will not change existing volumes on local streets. In addition, the project will have little or no effect on most of the peak-period travel times on local streets (see Table 8). An exception is along eastbound Stevens Creek Boulevard where the installation of a new traffic signal at the intersection with the northbound I-880 ramps results in an increase in segment travel time and corresponding decrease in average speed during all analysis periods. However, this change is not excessive (less than 30 seconds). Another exception is along westbound Stevens Creek Boulevard during the Saturday peak period; by relieving constraints at the interchange, a 5% increase in peak hour flow will be achieved.

Intersection Impacts

In general, when compared to existing conditions, the project will not result in substantive changes to the levels of service at any of the study intersections (see Table 10). In most cases, the levels of service will remain the same and average delay will change by less than three seconds.[8] The new or modified intersections at the I-880/Stevens Creek interchange (Intersections #11 and #12) are both projected to operate at LOS C or better during all peak periods. The analysis shows the Stevens Creek Boulevard/San Tomas Expressway intersection operating at LOS E during the PM peak-hour both with and without the project. The Moorpark Avenue/Winchester Boulevard intersection operates at LOS E under existing conditions, but will improve to LOS D with the project in place. All other study intersections are forecast to operate at LOS D or better in all cases.

Impacts on Bicycle/Pedestrian Safety/Access

The project includes a number of components and design features that will improve safety and access for bicycles and pedestrians within the project limits. These improvements, which will be along Stevens Creek Boulevard, will include bike lanes, sidewalks, crosswalks, redesigned intersections, new signals, new signage, and improved pavement markings. Please see Section 1.3.1.4 for details.

[8]These changes in average delay may be more a result of the stochastic nature of the traffic model than the proposed improvements themselves.

2.6.3.2 *Comparison to Future No Build Conditions*

Impacts on Freeways

Key findings with regard to the effect of the project on nearby freeway segments are as follows:

- The project will improve travel times and reduce congestion on northbound I-280, especially during the Saturday peak travel period (see Tables 12 and 15).
- With or without the project, severe congestion is projected in 2035 during the AM peak-hour on northbound I-880 due to a downstream bottleneck between Coleman Avenue and North First Street. The project will result in a slight improvement at this location due to improvements in the merge condition near Stevens Creek Boulevard (see Tables 12 and 15).
- The project will not substantially affect travel times on southbound I-880 in the project area (see Table 12).
- The project will not substantially affect operations on southbound I-280 in the project area (see Tables 12 and 15).

Impacts on Freeway Ramps

Key findings with regard to the effect of the proposed improvements on project-area freeway ramps are as follows:

- The new direct connector ramp from northbound I-280 to northbound I-880 will substantially reduce travel time for vehicles making that movement.
- During the AM peak-hour, the project will reduce travel times for vehicles traveling from southbound I-280 to northbound I-880 by improving the merge onto I-880.
- The project will not substantially affect operations on the connector ramp from southbound I-880 to northbound I-280.
- The project will result in a reduction in queuing on the off-ramp from southbound I-880 to Stevens Creek Boulevard during the PM peak-hour.

Impacts on Local Streets

The project will not result in a change in traffic demand on any local streets (see Table 13). This result is expected since the project does not add or delete any access points between the freeways and the local streets, nor does it change local circulation patterns.

Intersection Impacts

Table 14 shows the effect of the project on peak-hour operations at each of the 22 study intersections. The data in Table 14 show that, when compared to "no build" conditions, the project will have only a minimal effect on peak-hour delay at most of the study intersections. This result is not unexpected since the project will not change traffic circulation patterns or demand volumes. The primary effects of the project will be focused on those locations where changes to the geometry of the intersection are proposed as part of the project, such as at Stevens Creek Boulevard/Monroe Street, Stevens Creek Boulevard/I-880 Ramps, and Stevens Creek Boulevard/Bellerose Drive.

Impacts on Bicycle/Pedestrian Safety/Access

The project includes a number of components and design features that will improve safety and access for bicycles and pedestrians within the project limits. These improvements, which will be along Stevens Creek Boulevard, will include bike lanes, sidewalks, crosswalks, redesigned intersections, new signals, new signage, and improved pavement markings. Please see Section 1.3.1.4 for details.

Safety Impacts

The project will improve safety as a result of a combination of increased capacity (e.g., both new and wider ramps) and new roadway geometry that improves efficiency by reducing merging conflicts. These improvements will also enhance safety for both motorized and non-motorized traffic. As examples, the elimination of the queuing that backs up onto the freeways will reduce the potential for rear-end collisions and reduced merging lowers the potential for accidents related to lane-changing. Similarly, the project will improve safety for pedestrians and bicyclists traversing the area, as described in the above paragraph.

2.6.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.7 VISUAL/AESTHETICS

2.7.1 Regulatory Setting

The National Environmental Policy Act of 1969 as amended (NEPA) establishes that the federal government use all practicable means to ensure all Americans safe, healthful, productive, and aesthetically (emphasis added) and culturally pleasing surroundings (42 U.S.C. 4331[b][2]). To further emphasize this point, the Federal Highway administration in its implementation of NEPA (23 U.S.C.

109[h]) directs that final decisions regarding projects are to be made in the best overall public interest taking into account adverse environmental impacts, including among others, the destruction or disruption of aesthetic values.

Likewise, the California Environmental Quality Act (CEQA) establishes that it is the policy of the state to take all action necessary to provide the people of the state "with…enjoyment of aesthetic, natural, scenic and historic environmental qualities." (CA Public Resources Code Section 21001[b])

2.7.2 Affected Environment

The information in this section is based primarily on a technical Visual Impact Assessment (February 2010, with March 2011 Addendum) that was prepared for the project. This study is incorporated into this EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

2.7.2.1 *Methodology*

The visual study for the project was determined by a visual inspection of the location of the proposed features. The existing ramps, travel lanes, shoulders and barriers; soundwalls; ramp widths; pedestrian overcrossing; and existing trees and other vegetation were used to calibrate the distances from which the proposed project could be seen from a quarter mile radius, a distance where project features would impact the viewing public to the greatest extent. The residents living in homes located in the vicinity of the freeways constitute a group of sensitive viewers in the area, meaning that they are generally sensitive to changes in the visual environment. Motorists have time-limited exposure to visual features and, therefore, are a group with a lower visual sensitivity than the residents.

The quality of the existing visual environment was determined using a combination of three criteria:

- ***Vividness***: "...the visual power or memorability of landscape components as they combine in striking and distinctive visual patterns..."
- ***Intactness***: "...the visual integrity of the natural and man-built landscape and its freedom from encroaching elements..."
- ***Unity:*** "...the visual coherence and compositional harmony of the landscape concerned as a whole..."

2.7.2.2 *Existing Visual Environment*

The project limits within SR-17, I-280 and I-880 are located in generally flat terrain to the south of the San Francisco Bay in the City of San Jose. The natural gradient of I-880 highway slopes downward from north to south approximately 30 feet. I-280 slopes downward from east to west approximately 20 feet.

The visual setting of the project site is dominated by urban features. In the north-south and east-west directions, urban features are highway related and consist of at-grade highway pavement, elevated ramp structures, on- and off-ramps, soundwalls, highway signs and lights, concrete median barriers, vehicles and utility lines and poles. I-280 includes eight to ten travel lanes and I-880 includes six lanes. The I-280/I-880/SR-17 interchange is visible at the center of the project, the Stevens Creek Boulevard interchange is visible to the north and the MacArthur Avenue overpass is visible to the east. Soundwalls are visible at the edges of the highway at I-280, SR-17 and I-880. Multi-story buildings are visible from I-280 to the northwest of I-880 and two-story buildings to the southwest. From I-880, views to the northeast and west of I-280 include the roof tops of single-family residences above soundwalls. From SR-17, some rooftops of residences are visible above soundwalls.

The natural landscape has been altered over time in all areas within and adjacent to the project limits with the addition of buildings and highway structures. Undisturbed natural features included in views from the project area are the Diablo Range of mountains visible to the east and the Santa Cruz Mountains to the west and south. Existing vegetation within the three highway corridors and the adjacent neighborhoods consist of introduced species of trees, shrubs and ground covers. The landscaping is mature. Trees and shrubs are dense at the edges of the highway and in the interchanges.

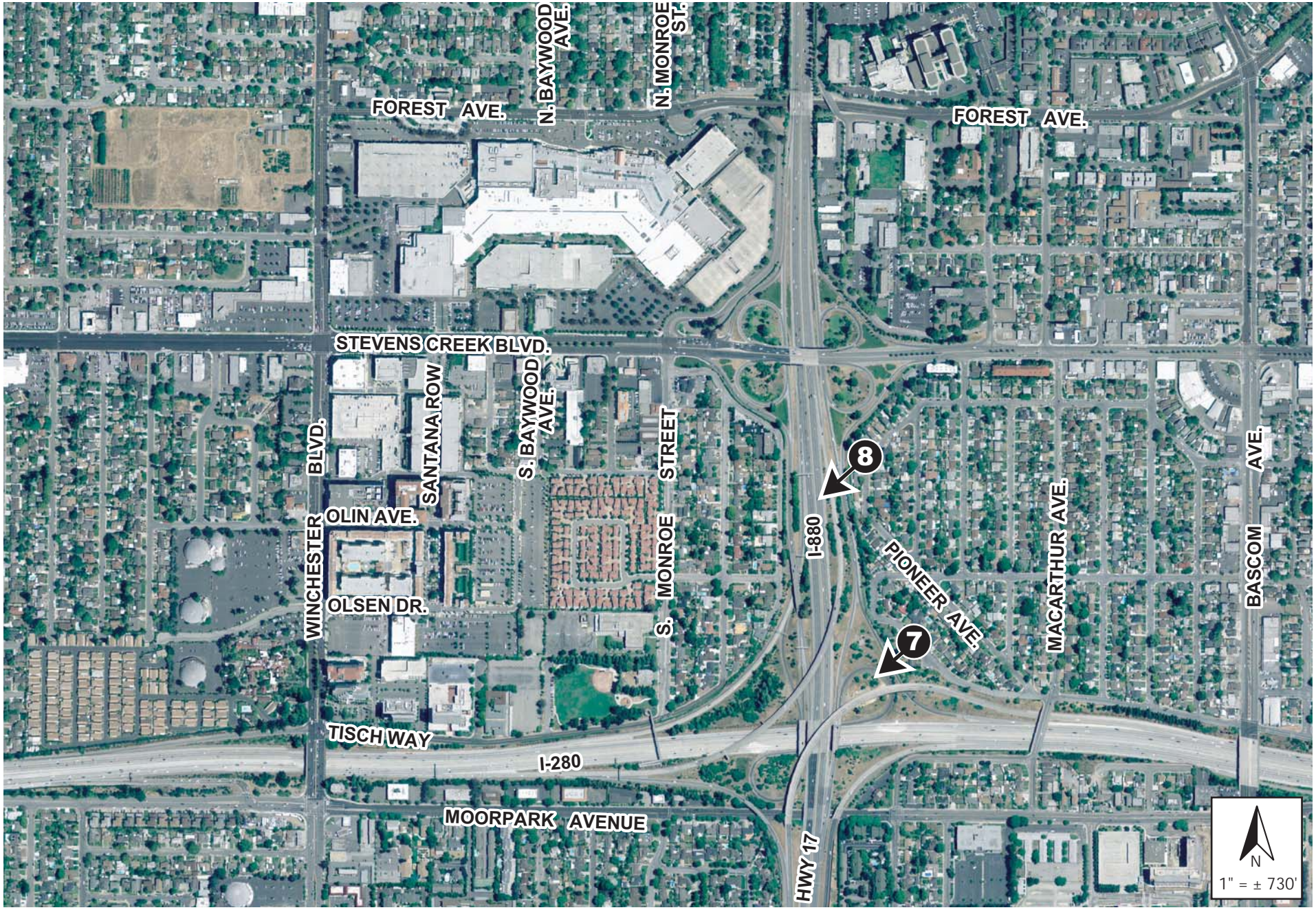
The portions of SR-17, I-280, and I-880 within the project limits are all designated as Landscape Freeways, a designation that sets limits on locations of large advertising signs next to the highway. The portion of I-280 within the project limits is not eligible for scenic highway designation.

2.7.3 Environmental Consequences

The project will result in changes to the visual environment from a variety of locations in the immediate vicinity, some of which will be substantial. The changes will result from the removal of existing vegetation, the widening/realignment of ramps, and the construction of new ramps (some of which will be elevated).

The following paragraphs describe visual impacts at a number of key locations, which are shown on Figure 6:

- On Parkmoor Avenue, residents to the east of the three single-family residences that will be acquired to accommodate the NB I-280 to NB I-880 connector will experience substantial visual impacts as highway screening vegetation within the three properties is removed and views of the highway features are fully afforded. Existing views to the southwest include residential structures, trees and shrubs that are part of the neighborhood cluster of homes. They screen highway features and provide a sense of separation from the highway environment to the south and west. This view is represented by Figure 7. The existing NB I-280 to SB SR-17 connector is visible between the columnar Cypress trees and the chimney.



VIEWPOINT LOCATIONS

FIGURE 6

EXISTING VIEW

SIMULATED CONDITION (VIEW IMMEDIATELY FOLLOWING CONSTRUCTION)

SIMULATED CONDITION (WITH MITIGATION PLANTING AT 10-15 YEARS)

PHOTO SIMULATION - VIEW FROM PARKMOOR AVENUE FIGURE 7

EXISTING VIEW

SIMULATED CONDITION (VIEW IMMEDIATELY FOLLOWING CONSTRUCTION)

PHOTO SIMULATION - VIEW FROM PIONEER/HODGES AVENUES FIGURE 8

Under the project, the view represented by Figure 7 will change because the existing residence, cypress trees, foreground trees and shrubs will be removed. As shown in the simulation, viewers will see masonry 12-14' high soundwalls and an approximately 20' high NB I-280 to NB I-880 elevated ramp, approximately 103' closer to the vantage point than the existing approximately 27' high ramp that will remain. The existing and project highway connector ramps will encroach on the views from Parkmoor Avenue substantially, diminishing the element of intactness in the view. The compositional harmony of the view will be diminished as residences across the street from one another are removed. The vividness and memorability of the neighborhood will be diminished as residential scale structures and diverse landscaping are replaced with views of large scale highway structures that are singular in line, form, color and texture. A 6'-12' high soundwall will be added to the east edge of the connector ramp. The tops of trucks will be visible but not smaller passenger vehicles. Soundwalls, up to approximately 14' high, will be constructed for noise abatement at the ground level, which will have the effect of blocking views of the highway.

- On Pioneer Avenue near Hodges Avenue, views to the west of this single-family neighborhood will substantially change. As represented by Figure 8, the existing view from residences on Hodges Avenue looks west at the existing mature trees and shrubs that screen views of the NB I-880 to EB Stevens Creek off ramp. With project removal of the trees and shrubs, adverse visual impacts will occur. The project will alter the character of the existing neighborhood substantially. The mature trees and shrubs provide a sense of enclosure for the neighborhood, are an integral part of the urban forest character of the neighborhood and they separate the residential neighborhood from the highway environment. The project will add a 14' high soundwall at the edge of the ramp that will block views of the highway. The masonry wall with its inherent structural uniformity will contrast with the existing views of naturally diverse trees and shrubs.

- Residents on South Daniel Way will experience the removal of approximately five palm trees, two redwood trees and additional shrubs that provide much natural diversity in the views from this single-family residential neighborhood. The existing vegetation partially screens views of the SB I-880 to SB I-280 connector ramp to the east from residences on South Daniel Way. The project will replace views of vegetation with a 14' high soundwall on South Daniel Way resulting in adverse, but not substantial, visual impacts for residents. While the soundwall will block views of the ramp, the character and quality of the views on the east edge of the road will change from natural diversity to a uniform structure.

In addition to the above, visual impacts will occur from the motorists' perspective with the project features where they require removal of trees and screening shrubs at the edges of the highway, within the interchanges, and where there is insufficient space to restore the original character of the vegetation. In terms of overall magnitude, roughly 12 acres of landscaping will be removed within the I-880 corridor.

Existing vegetation screens views of structures within adjacent land uses from the perspective of motorists on NB I-880 between Stevens Creek Boulevard and the north project limits. Existing trees and shrubs partially screen views of highway interchange ramps and abutments within the Stevens Creek Boulevard Interchange and within the SR17/I-880/I-280 interchange. Trees and large shrubs screen views of residences at the NB I-880 Stevens Creek off-ramp. Views of structures will encroach on motorist's views and will diminish the quality of their visual experience while traveling on the highway. These impacts to motorists will, however, not be substantial.

The Landscaped Freeway status of I-880 within the project limits may be compromised by the removal of trees and other vegetation. Loss of a Landscaped Freeway status may allow large advertising signs to be placed adjacent to the highway and would diminish the element of intactness of views from the highway from the motorist's perspective. Billboards would also affect the visual quality of the surrounding neighborhoods.

Lighting on the new ramps, particularly those that are elevated, will be visible from adjacent locations. Lighting for overhead directional signs will also be visible. This impact will, however, not be substantial as the current designs for these types of lighting fixtures serve to focus light on their intended target and minimize spillover into adjacent areas.

During construction, residents and motorists will experience visual impacts associated with the following: 1) removal of buildings; 2) removal of streets, power poles and lines and street lights; 3) removal of existing vegetation; 4) construction of soundwalls and retaining walls; 5) grading to form new contours; 6) large pieces of equipment used for moving earth, trenching ditches, lifting steel beams and columns, hauling cement, laying and compacting pavement, water trucks spraying water to control dust, and assorted pickup trucks and autos; and 7) construction signs and lights.

2.7.4 Avoidance, Minimization, and/or Mitigation Measures

In order to reduce visual impacts, the project will implement the following measures:

- A metal beam guardrail (or similar barrier) will be installed along the easterly edge of the ramp and collector-distributor road adjacent to the Pioneer Avenue/Hodges Avenue neighborhood. Trees will be retained between the guardrail and the right-of-way line where feasible. This will preserve some of the urban forest character to the neighborhood.

- At the location where the three single-family homes will be removed, a dense grove of fast growing evergreen trees such as redwood trees will be planted between the edge of Parkmoor Avenue and the soundwall and between the soundwall and the ramps to provide a dense visual screen. With maturity, the trees will screen both the soundwalls at the ground level with their broad lower branches and screen the ramps with their tall growth characteristics.

- Fast growing vines will be planted at the bases of the new soundwalls to grow up and cover the uniform surfaces of the walls to soften their appearance.

- Metal beam guardrails (or similar barrier) will be installed, where feasible, to preserve desirable trees and vegetation located within 30 feet of the edge of the outside traffic lanes of the freeways, such vegetation that would otherwise need to be removed to comply with requirements for an object free safety/recovery zone.

- Per the Department's policy, the highway planting that has been damaged or removed due to a transportation project shall be replaced at a level equal to the current allowable maximum cost per acre. Replacement planting shall be provided within the project limits wherever feasible. If infeasible, replacement planting may be located 1) outside the limits of the parent highway project, 2) located outside the State operational right-of-way in a public space within the community, 3) as directed by the Department's District Landscape Architect.

- All new structures and walls will be treated with texture and/or color to reduce visual impacts.

2.8 CULTURAL RESOURCES

2.8.1 Regulatory Setting

"Cultural resources" as used in this document refers to all historical and archaeological resources, regardless of significance. Laws and regulations dealing with cultural resources include:

The National Historic Preservation Act of 1966, as amended, (NHPA) sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places. Section 106 of NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to allow the Advisory Council on Historic Preservation the opportunity to comment on those undertakings, following regulations issued by the Advisory Council on Historic Preservation (36 CFR 800). On January 1, 2004, a Section 106 Programmatic Agreement (PA) between the Advisory Council, FHWA, State Historic Preservation Officer (SHPO), and the Department went into effect for Department projects, both state and local, with FHWA involvement. The PA implements the Advisory Council's regulations, 36 CFR 800, streamlining the Section 106 process and delegating certain responsibilities to the Department. The FHWA's responsibilities under the PA have been assigned to the Department as part of the Surface Transportation Project Delivery Pilot Program (23 CFR 327) (July 1, 2007).

Historical resources are considered under the California Environmental Quality Act (CEQA), as well as California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources. PRC Section 5024 requires state agencies to identify and protect state-owned

resources that meet National Register of Historic Places listing criteria. It further specifically requires the Department to inventory state-owned structures in its rights-of-way.

2.8.2 Affected Environment

The information in this section is based primarily on a technical Historic Property Survey Report, Archaeological Survey Report, and Historic Resources Evaluation Report that were prepared in May 2009 (with a February 2011 Addendum) for the project. These reports also document the results of subsurface testing for archaeological resources. These studies are incorporated into this EIR/EA by reference. These studies are available for review at the locations listed inside the front cover of this document.

A prehistoric and historic site record and literature search by the California Historical Resources Information System, Northwest Information Center at Sonoma State University was undertaken to determine if known resources are present within the project's area of potential effects (APE). The APE consists of the area within the footprint of the project, as well as those areas directly adjacent to the project where indirect impacts could occur. A field reconnaissance was also undertaken, the results of which are described in the Archaeological Survey Report and Historic Resources Evaluation Report.

There are no recorded archaeological sites within or adjacent to the APE. Nonetheless, due to the fact that the project will require substantial excavation and the fact that the area is considered archaeologically-sensitive, subsurface geoarchaeological explorations were undertaken as a good-faith effort to identify obscured or buried archaeological resources that could be impacted by project construction. The subsurface explorations identified one isolated prehistoric fire feature and an isolated deposit of bricks associated with scant historic materials. No cultural resources of significance were found during the subsurface testing.

None of the structures or buildings that are located on the parcels from which right-of-way will be required (see Table 2) are historically significant. None of the bridges or other transportation structures located within the APE are historically significant.

Residences that are adjacent to a soundwall that will be constructed by the project were evaluated to determine their historic significance. The residences, which are located along portions of Los Coches Avenue, Hodges Avenue, Pioneer Avenue and Scott Street, were determined to not be historically significant.

As required by the Section 106 PA, Native American consultation was undertaken during the studies conducted for this project. No concerns or issues were identified during that consultation process.

2.8.3 Environmental Consequences

Based upon the research, technical studies, and field testing described above, there is no indication of prehistoric or historic archaeological or historic architectural resources within the project impact area. Therefore, construction of the proposed project is not expected to result in effects on cultural resources.

2.8.4 Avoidance, Minimization, and/or Mitigation Measures

If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to Public Resources Code Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact the Department's District 4 Environmental Branch so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

PHYSICAL ENVIRONMENT

2.9 WATER QUALITY AND STORMWATER RUNOFF

2.9.1 Regulatory Setting

Federal Requirements: Clean Water Act

In 1972, the Federal Water Pollution Control Act was amended, making the discharge of pollutants to the waters of the United States from any point source unlawful, unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The Federal Water Pollution Control Act was subsequently amended in 1977, and was renamed the Clean Water Act (CWA). The CWA, as amended in 1987, directed that storm water discharges are point source discharges. The 1987

CWA amendment established a framework for regulating municipal and industrial storm water discharges under the NDPES program. Important CWA sections are as follows:

- Sections 303 and 304 provide for water quality standards, criteria, and guidelines.
- Section 401 requires an applicant for any federal project that proposes an activity, which may result in a discharge to waters of the United States to obtain certification from the State that the discharge will comply with other provisions of the act.
- Section 402 establishes the NPDES, a permitting system for the discharges (except for dredge or fill material) into waters of the United States. Regional Water Quality Control Boards (RWQCB) administer this permitting program in California. Section 402(p) establishes addresses storm water and non-storm water discharges.
- Section 404 establishes a permit program for the discharge of dredge or fill material into waters of the United States. This permit program is administered by the U.S. Army Corps of Engineers (ACOE).

The objective of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters."

State Requirements: Porter-Cologne Water Quality Control Act (California Water Code)

California's Porter-Cologne Act, enacted in 1969, provides the legal basis for water quality regulation within California. This Act requires a "Report of Waste Discharge" for any discharge of waste (liquid, solid, or otherwise) to land or surface waters that may impair beneficial uses for surface and/or groundwater of the state.

The State Water Resources Control Board (SWRCB) and RWQCBs are responsible for establishing the water quality standards (objectives) required by the CWA, and regulating discharges to ensure that the objectives are met. Details regarding water quality standards in a project area are contained in the applicable RWQCB Basin Plan. States designate beneficial uses for all water body segments, and then set criteria necessary to protect these uses. Consequently, the water quality standards developed for particular water segments are based on the designated use and vary depending on such use. In addition, each state identifies waters failing to meet standards for specific pollutants, which are state listed in accordance with CWA Section 303(d). If a state determines that waters are impaired for one or more constituents and the standards cannot be met through point source controls, the CWA requires establishing Total Maximum Daily Loads (TMDLs). TMDLs establish allowable pollutant loads from all sources (point, non-point, and natural) for a given watershed.

State Water Resources Control Board and Regional Water Quality Control Boards

The SWRCB administers water rights, water pollution control, and water quality functions throughout the state. RWCQBs are responsible for protecting beneficial uses of water resources within their

regional jurisdiction using planning, permitting, and enforcement authorities to meet this responsibility.

- **NPDES Program**

  The SWRCB adopted Caltrans Statewide NPDES Permit (Order No. 99-06-DWQ) on July 15, 1999. This permit covers all Department rights-of-way, properties, facilities, and activities in the State. NPDES permits establish a 5-year permitting time frame. NPDES permit requirements remain active until a new permit has been adopted.

  In compliance with the permit, the Department developed the Statewide Storm Water Management Plan (SWMP) to address storm water pollution controls related to highway planning, design, construction, and maintenance activities throughout California. The SWMP describes the minimum procedures and practices the Department uses to reduce pollutants in storm water and non-storm water discharges. It outlines procedures and responsibilities for protecting water quality, including the selection and implementation of Best Management Practices (BMPs). The proposed Project will be programmed to follow the guidelines and procedures outlined in the 2003 SWMP to address storm water runoff or any subsequent SWMP version draft and approved.

- **Municipal Separate Storm Sewer System Program**

  The U.S. EPA defines a Municipal Separate Storm Sewer System (MS4) as any conveyance or system of conveyances (roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, human-made channels, and storm drains) owned or operated by a state, city, town, country, or other public body having jurisdiction over storm water, that are designed or used for collecting or conveying storm water. As part of the NPDES program, U.S. EPA initiated a program requiring that entities having MS4s apply to their local RWQCBs for storm water discharge permits. The program proceeded through two phases. Under Phase I, the program initiated permit requirements for designated municipalities with populations of 100,000 or greater. Phase II expanded the program to municipalities with populations less than 100,000.

- **Construction Activity Permitting**

  Section H.2, Construction Program Management of the Department's NPDES permit states: "The Construction Management Program shall be in compliance with requirement of the NPDES General Permit for Construction Activities (Construction General Permit)". Construction General Permit (Order No. 2009-009-DWQ, adopted on September 2, 2009, became effective on July 1, 2010. The permit will regulate storm water discharges from construction sites that result in a disturbed soil area (DSA) of 1 acre or greater, and/or are part of a common plan of development. By law, all storm water discharges associated with construction activity where clearing, grading, and excavation results in soil disturbance of at least 1 acre must comply with the provisions of the General Construction Permit.

The newly adopted permit separates projects into Risk Levels 1 - 3. Requirements apply according to the Risk Level determined. For example, a Risk Level 3 (highest risk) project would require compulsory storm water runoff pH and turbidity monitoring. Risk levels are determined during the design phase and are based on potential erosion and transport to receiving waters. Applicants are required to develop and implement an effective Storm Water Pollution Prevention Plan (SWPP).

Caltrans Statewide NPDES Permit requires the Department to submit a Notice of Construction (NOC) to the RWQCB to obtain coverage under the Construction General Permit. Upon project completion, a Notice of Completion of Construction (NOCC) is required to suspend coverage. This process will continue to apply to Department projects until a new Caltrans Statewide NPDES Permit is adopted by the SWRCB. An NOC or equivalent form will be submitted to the RWQCB at least 30 days prior to construction if the associated DSA is 1 acre or more. In accordance with the Department's Standard Specifications, a Water Pollution Control Plan (WPCP) is used for projects with DSA less than 1-acre.

During the construction phase, compliance with the permit and the Department's Standard Special Conditions requires appropriate selection and deployment of both structural and non-structural BMPs. These BMPs must achieve performance standards of Best Available Technology economically achievable/Best Conventional Pollutant Control Technology (BAT/BCT) to reduce or eliminate storm water pollution.

2.9.2 Affected Environment

The information in this section is based primarily on a technical Water Quality Report (April 2010, with February 2011 Addendum) and Stormwater Data Report (March 2011) that were prepared for the project. These studies are available for review at the locations listed inside the front cover of this document.

Stormwater runoff from the project area discharges into storm drainage systems that are owned and maintained by the City of San Jose and the Department, the latter handling much of the runoff from local freeways. These systems discharge to local creeks or the Guadalupe River. The water quality in the creeks depends upon the volume of water at a given time of the year. Water quality is also dependent upon the concentration of contaminants, which flow into the creeks as a component of urban runoff via storm drains. These contaminants include such items as oil and grease, fuel residues, tire particles, plant and animal debris (e.g., leaves, dust, animal feces, etc.) litter, and heavy metals. In sufficient concentrations, these pollutants have been found to adversely affect the aquatic habitat of these streams and San Francisco Bay, into which the streams flow.

Section 303(d) of the CWA requires that states develop a list of water bodies that do not meet water quality standards. According to the latest list developed by the San Francisco Bay RWQCB in 2006, the

Guadalupe River is listed as an impaired water body for Diazinon due to urban runoff/storm sewers and for mercury due to mine tailings. A listing of the Guadalupe River as impaired due to trash from illegal dumping is currently proposed by the RWQCB.

2.9.3 Environmental Consequences

The proposed project may affect water quality during the short-term (i.e., construction phase) and during the long-term (i.e., operational phase). The short-term effects are described in Section 2.16.6. The long-term effects are described below.

The project will create approximately 4.8 acres of new impervious surfaces within the Guadalupe watershed area that encompasses 170 square miles. This is a relatively minor increase in impervious surfaces, especially in view of the fact that most of the project site is already covered by existing impervious surfaces (i.e., the existing freeway). Therefore, the increase in pollutant-containing runoff will not be substantial.

The additional impervious area to be added by the project is small in relation to the size of the groundwater basin located within the project limits; therefore, groundwater recharge impacts will be insignificant.

2.9.4 Avoidance, Minimization, and/or Mitigation Measures

Although long-term water quality effects will not be substantial, the design of the project includes Best Management Practices (BMPs) to reduce the pollutant component of stormwater runoff, as required by the Department's NPDES permit (see above discussion). In addition to the requirements of the NPDES permit, compliance with the requirements of the Department's Stormwater Management Plan (SWMP) is also required. The SWMP describes the programs to reduce the discharge of pollutants associated with the stormwater drainage systems, and describes how the Department will comply with the provisions of the NPDES permit.

To mitigate post-construction water quality effects, post-construction treatment BMPs have been considered for incorporation into the project. Those considered include infiltration devices, biofiltration strips and swales, wet basins, media filters, detention devices, and multichamber treatment devices (often referred to as "treatment trains"). Biofiltration strips or swales have been identified as the most feasible BMPs for this project. Areas within the project limits that are suitable for the creation of biofiltration strips or swales within the project limits are located within the footprints of the existing interchanges. Infiltration devices will also be considered.

In addition, the project will implement permanent design pollution control BMPs to improve stormwater quality by reducing erosion, stabilizing disturbed soil areas, and maximizing vegetated surfaces. These

measures could include a combination of source and sediment control measures to prevent and minimize erosion from disturbed soil areas. Source controls will utilize erosion control netting in combination with hydroseeding. Outlet protection and velocity dissipation devices will also be considered.

2.10 GEOLOGY/SOILS/SEISMIC/TOPOGRAPHY

2.10.1 Regulatory Setting

For geologic and topographic features, the key federal law is the Historic Sites Act of 1935, which establishes a national registry of natural landmarks and protects "outstanding examples of major geological features." Topographic and geologic features are also protected under the California Environmental Quality Act.

This section also discusses geology, soils, and seismic concerns as they relate to public safety and project design. Earthquakes are prime considerations in the design and retrofit of structures. The Department's Office of Earthquake Engineering is responsible for assessing the seismic hazard for Department projects. The current policy is to use the anticipated Maximum Credible Earthquake (MCE), from active faults in and near California. The MCE is defined as the largest earthquake that can be expected to occur on a fault over a particular period of time.

2.10.2 Affected Environment

The information in this section is based primarily on a Preliminary Geotechnical Report (February 2010, with March 2011 Addendum) that was prepared for the project. This study is incorporated into this EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

The project is located in the Santa Clara Valley in the Coast Range area of California. The Coast Range forms a nearly continuous topographic barrier between the California coastline and the San Joaquin Valley. In general, the Coast Range in this region is double-chain of mountains running north-northwest. Between the two chains of mountains lies the basin of San Francisco Bay, including the valleys at each the end of the Bay, Petaluma Valley on the north and Santa Clara Valley on the south. The Santa Clara Valley is underlain by bedrock known as the Franciscan Complex.

The project area is relatively flat. Ground elevations in the area range from approximately 150 feet above sea level at the northerly project limits to approximately 120 feet above sea level at the southerly project limits.

The project site is underlain by alluvial fan sediments that are primarily sandy silt/clay and sand/gravel. The historically highest groundwater level at this location is approximately 35 to 50 feet below the ground surface. A review of soil boring data associated with the existing freeway facilities determined that groundwater was not encountered in any of the borings. However, in three of five recent soil borings, groundwater was encountered at depths ranging from 68 feet to 75 feet below the ground surface. Based on this information, the potential for liquefaction to occur at this location is considered low to moderate.[9]

No active faults cross under the project area.[10] However, the project is located in a seismically active part of Northern California. Many faults capable of producing earthquakes exist in the San Francisco Bay Area, which may cause strong ground shaking in the vicinity of the project area. The closest active faults to the project site are the Cascade, Silver Creek, Hayward, and San Andreas faults, approximately 1.8 miles, 3.5 miles, 8.0 miles, and 9.0 miles, respectively. The Silver Creek fault is the controlling fault at the project site.

The Monte Vista, Hayward, and San Andreas Faults are designated with MCE magnitudes of 6.5, 7.5, and 8.0, respectively, on the California Seismic Hazard Map. The MCE, therefore, is the earthquake on the San Andreas Fault since it potentially releases the highest energy (M=8.0) and results in the strongest shaking at the site.

2.10.3 Environmental Consequences

The proposed project will involve typical highway excavation and grading practices necessary to construct the additional lanes and ramp modifications, and new ramps. There are no geologic features on the site that would pose special or unique hazards to users of the proposed improvements. The project will implement standard engineering practices to ensure that geotechnical and soil hazards do not result from its construction.

The site is within the seismically active San Francisco Bay Area and severe ground shaking is probable during the anticipated life of the project. Users of the freeways and interchanges would be exposed to hazards associated with such severe ground shaking during a major earthquake on one of the region's

[9]Liquefaction is a process that occurs under certain conditions, when saturated, granular soils are subjected to prolonged shaking during an earthquake. The material experiences a rapid loss of shear strength, resulting in fluid-like behavior. Loose, clean, fine sands and silts that are relatively free of clay most commonly experience liquefaction. Liquefaction can result in catastrophic ground failure, as soils lose all weight-bearing capacity.

[10]An “active” fault is defined as a fault that has had surface displacement within Holocene time (approximately the last 10,000 years).

active faults. This hazard is not unique to the project, because it applies to all locations throughout the greater Bay Area. The proposed project will not increase the existing exposure to hazards associated with earthquakes; the hazards in the area will be the same with or without the project.

The project, including the new ramp and bridge structures, will be designed and constructed in accordance with the Department's Design guidelines for Seismic Zone 4 to avoid or minimize potential damage from seismic shaking on the site. Potential seismic effects will be minimized by the use of standard engineering techniques mandated by the Uniform Building Code and the Department's Design Standards.

2.10.4 Avoidance, Minimization, and/or Mitigation Measures

Some of the measures that will minimize or avoid impacts to water quality will also serve to minimize or avoid impacts associated with erosion. For a list of these measures, please see Section 2.9.4.

2.11 HAZARDOUS WASTE/MATERIALS

2.11.1 Regulatory Setting

Hazardous materials and hazardous wastes are regulated by many state and federal laws. These include not only specific statutes governing hazardous waste, but also a variety of laws regulating air and water quality, human health and land use.

The primary federal laws regulating hazardous wastes/materials are the Resource Conservation and Recovery Act of 1976 (RCRA) and the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA). The purpose of CERCLA, often referred to as Superfund, is to clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for "cradle to grave" regulation of hazardous wastes. Other federal laws include:

- Community Environmental Response Facilitation Act of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety and Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act
- Federal Insecticide, Fungicide, and Rodenticide Act

In addition to the acts listed above, Executive Order 12088, *Federal Compliance with Pollution Control*, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Hazardous waste in California is regulated primarily under the authority of the federal Resource Conservation and Recovery Act of 1976, and the California Health and Safety Code. Other California laws that affect hazardous waste are specific to handling, storage, transportation, disposal, treatment, reduction, cleanup and emergency planning.

Worker health and safety and public safety are key issues when dealing with hazardous materials that may affect human health and the environment. Proper disposal of hazardous material is vital if it is disturbed during project construction.

2.11.2 Affected Environment

The information in this section is based primarily on a technical Initial Site Assessment (ISA) (June 2007, with March 2011 Addendum) that was prepared for the project. This study is incorporated into this EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

The ISA determined that there are numerous sites within a 1-mile radius of the project area where hazardous materials are generated, used, or stored and/or where some type of spill/leakage/contamination has occurred. For most locations where soil or groundwater contamination has been found, the source of the contamination was leaking storage tanks. In virtually all of these cases, the leaking tanks have been removed and remediation has occurred (or is occurring) under the supervision of various governmental entities. Many of the listed sites are either down/cross gradient or too far up gradient to impact the subject area.

The ISA focused on sites where hazardous materials contamination has been reported that are 1) under active regulatory oversight, and 2) within one-eighth mile of the existing and proposed freeway right-of-way within the project area. There are three sites that meet this criteria, conditions at which are summarized below:

Site #1 - Intersection of I-280/I-880: A spill of 25 gallons of paint hardener occurred at this location in 1987. Based on the subsequent cleanup, this site should not pose an adverse impact to the project.

Site #2 - Fire Station 10 at 511 South Monroe Street: Diesel fuel from a leaking underground storage tank resulted in contamination at this location. Cleanup occurred and the regulatory oversight case was closed in the mid-1990s. Therefore, this site should not pose an adverse impact to the project.

Site #3 - Texaco Station at 2812 Stevens Creek Boulevard: Petroleum hydrocarbons from a leaking underground storage tank resulted in soil and groundwater contamination at this location. Remediation occurred and the regulatory oversight case was closed. Therefore, this site should not pose an adverse impact to the project.

2.11.2.1 *Aerially-Deposited Lead (ADL)*

Until recently, lead was commonly added to gasoline.[11] As a result, lead was emitted as a component of motor vehicle exhaust. Soil sampling along many roadways has found that concentrations of lead exceed applicable thresholds for classification as a hazardous material. This phenomenon known as "aerially-deposited lead" is widespread. Because the freeways in the project area were built prior to the phaseout of lead as a gasoline additive, elevated concentrations of lead are likely to be present in the soil along the freeway.

2.11.2.2 *Asbestos-Containing Materials and Lead-Based Paint*

Due to the age of the structures located within the project limits, there is a potential for the presence of asbestos-containing materials[12] and/or lead-based paint.

2.11.3 Environmental Consequences

During construction, workers could be exposed to ADL, asbestos-containing materials, and/or lead-based paint. Such exposure will be avoided by implementing the measures described below in Section 2.11.4.

2.11.4 Avoidance, Minimization, and/or Mitigation Measures

The project will implement the following measures during final design and construction to avoid impacts associated with exposing construction workers to unsafe levels of hazardous substances:

- As part of project development, a soil investigation will be conducted to determine whether ADL has affected soils that will be excavated as part of the proposed project. The investigation

[11]Lead is a heavy metal that is found in many products. Lead is poisonous to humans. It is especially toxic to the nervous system, although it can adversely effect many systems and organs. In recent years, lead has been removed from certain products such as paint and gasoline in order to reduce the potential for chronic exposure.

[12]Asbestos is a mineral that is found in many products because of its resistance to damage from chemicals and heat, as well as its noise absorption properties. However, asbestos is toxic, especially when inhaled. It can cause diseases such as lung cancer, mesothelioma, and asbestosis.

for ADL will be performed in accordance with the Department's Lead Testing Guidance Procedure. The analytical results will be compared against applicable hazardous waste criteria. Based on analytical results, the investigation will provide recommendations regarding management and disposal of affected soils in the project area including the reuse potential of ADL-affected soil during project development. The provisions of a variance granted to the Department by the California Department of Toxic Substances Control (DTSC) on September 22, 2000 (or any subsequent variance in effect when the project is constructed) regarding aerially-deposited lead will be followed.

- Testing for the presence of lead-based paint on the existing structures will occur. If this substance is found to be present, applicable regulations pertaining to its removal and disposal will be followed.

- Testing for the presence of asbestos on the existing structures will occur. If this substance is found to be present, applicable regulations pertaining to its removal and disposal will be followed.

The costs for sampling, testing, special handling, and disposal of potentially hazardous materials are unknown at this stage of preliminary design and environmental review. It is estimated that costs could range from $75,000 to $100,000 or more depending on the number of samples collected, the laboratory analyses used, and quantity of material that requires special disposal. The costs for special handling, if required, of contaminated building materials from structures that have to be removed would be estimated during final design. The testing and analysis of samples is estimated to have a duration of one to two months. Disposal of hazardous materials will be undertaken as part of project construction and, depending on the amount of such materials present, will have an estimated duration ranging from several days to several weeks.

2.12 AIR QUALITY

2.12.1 Regulatory Setting

The Clean Air Act as amended in 1990 is the federal law that governs air quality. Its counterpart in California is the California Clean Air Act of 1988. These laws set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called National Ambient Air Quality Standards (NAAQS). Standards have been established for six criteria pollutants that have been linked to potential health concerns; the criteria pollutants are: carbon monoxide (CO), nitrogen dioxide (NO_2), ozone (O_3), particulate matter (PM), lead (Pb), and sulfur dioxide (SO_2).

Under the 1990 Clean Air Act Amendments, the U.S. Department of Transportation cannot fund, authorize, or approve Federal actions to support programs or projects that are not first found to conform

to State Implementation Plan for achieving the goals of the Clean Air Act requirements. Conformity with the Clean Air Act takes place on two levels-first, at the regional level and second, at the project level. The proposed project must conform at both levels to be approved.

Regional level conformity in California is concerned with how well the region is meeting the standards set for CO, NO_2, O_3, and PM. California is in attainment for the other criteria pollutants. At the regional level, Regional Transportation Plans (RTP) are developed that include all of the transportation projects planned for a region over a period of years, usually at least 20. Based on the projects included in the RTP, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the Clean Air Act are met. If the conformity analysis is successful, the regional planning organization, such as the Metropolitan Transportation Commission (MTC) for the San Francisco Bay Area and the appropriate federal agencies, such as the Federal Highway Administration (FHWA), make the determination that the RTP is in conformity with the State Implementation Plan for achieving the goals of the Clean Air Act. Otherwise, the projects in the RTP must be modified until conformity is attained. If the design and scope of the proposed transportation project are the same as described in the RTP, then the proposed project is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires "hot spot" analysis if an area is "nonattainment" or "maintenance" for CO and/or PM. A region is a "nonattainment" area if one or more monitoring stations in the region fail to attain the relevant standard. Areas that were previously designated as nonattainment areas but have recently met the standard are called "maintenance" areas. "Hot spot" analysis is essentially the same, for technical purposes, as CO or PM analysis performed for NEPA purposes. Conformity does include some specific standards for projects that require a hot spot analysis. In general, projects must not cause the CO standard to be violated, and in "nonattainment" areas the project must not cause any increase in the number and severity of violations. If a known CO or PM violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

2.12.2 Affected Environment

The information in this section is based primarily on an Air Quality Report and a Mobile Source Air Toxics Emissions Report that were prepared in September 2009, with April 2011 Addenda, for the project. These studies are incorporated into this EIR/EA by reference. Copies of these studies are available for review at the locations listed inside the front cover of this document.

The project is located in the City of San Jose, in Santa Clara County. The climate is affected by its proximity to both the Pacific Ocean and the San Francisco Bay, which has a moderating influence. The Bay cools the air with which it comes in contact during warm weather and warms the air during cold weather. During the afternoon and early evening, a north-northwesterly sea breeze often flows from the

Bay through the Santa Clara valley, and a light south-southeasterly drainage flow often occurs during the late evening and early morning hours.

The San Francisco Bay Area is considered to be one of the cleanest metropolitan areas in the country with respect to air quality. However, the Bay Area as a whole does not meet State or Federal ambient air quality standards for ground level O_3 and State standards for PM_{10} and $PM_{2.5}$. For all other pollutants, the area complies with Federal and State air quality standards.

The Bay Area Air Quality Management District (BAAQMD) monitors air quality conditions at over 30 locations throughout the Bay Area. The monitoring station closest to the project site is in San Jose.

Ozone is the air pollutant of greatest concern in summer. Prevailing summertime wind conditions tend to cause a build up of ozone in Santa Clara County. Ozone levels measured in San Jose exceeded the state one-hour standard from 0 to 5 times in 2003-2007. Exceedances of the national 8-hour standard occurred once in 2006. More frequent exceedances occurred at stations throughout the Bay Area. The new state 8-hour standard was exceeded 5 times in 2006 and 2007.

The combination of vehicle exhaust and wood smoke under stagnant air quality conditions leads to a build up of particulates in late fall and winter. Particulate matter is another pollutant of concern in the project area. Measured exceedances of the State PM_{10} standards occurred on 12 separate sampling days over the last five years in San Jose (2 to 3 times per year). Statistics for $PM_{2.5}$ have only been kept since 2006; 15 exceedances have occurred in San Jose since then (2006 - 2007).

2.12.2.1 *Mobile Source Air Toxics*

Mobile source air toxics (MSATs) are emitted from highway vehicles and non-road equipment. Some toxic compounds are present in fuel and are emitted to the air when the fuel evaporates or passes through the engine unburned. Other toxics are emitted from the incomplete combustion of fuels or as by-products. Metal air toxics result from engine wear or from impurities in oil or gasoline.

The U.S. Environmental Protection Agency (EPA) and California Air Resources Board (CARB) have identified six priority MSATs. These are 1) benzene, 2) formaldehyde, 3) acetaldehyde, 4) diesel particulate matter/diesel exhaust organic gases, 5) acrolein, and 6) 1,3-butadiene. CARB has found that diesel PM contributes over 70 percent of the known risk from air toxics and poses the greatest cancer risks among all identified air toxics. Diesel trucks contribute more than half of the total diesel combustion sources. However, the CARB has adopted a Diesel Risk Reduction Plan with control measures that would reduce the overall diesel PM emissions by about 85% from 2000 to 2020.

2.12.3 Environmental Consequences

The short-term (i.e., construction phase) air quality effects of the proposed project are described in Section 2.16.4. The project's long-term (i.e., operational phase) effects are described below.

2.12.3.1 *Clean Air Act Conformity*

The proposed project is in the San Francisco Bay Area 2035 Regional Transportation Plan which was found to conform by MTC on April 22, 2009, and FHWA and FTA adopted the air quality conformity finding on May 29, 2009. The project is also included in MTC's financially constrained 2009 Regional Transportation Improvement Program, page 352. The MTC 2009 Regional Transportation Improvement Program was found to conform by FHWA and FTA in November 2008. The design concept and scope of the proposed project is consistent with the project description in the 2035 RTP, the 2009 RTIP and the assumptions in the MTC's regional emissions analysis.[13]

Project-level conformity analysis shows that the project will conform with the State Implementation Plan, including localized impact analysis for carbon monoxide (CO) and particulate matter (PM2.5) required by 40 CFR 93.116 and 93.123. This project is not considered a Project of Air Quality Concern regarding particulate matter (PM2.5) as defined in 40 CFR 93.123(b) (1). A detailed PM2.5 hot-spot analysis was not completed because the Clean Air Act and 40 CFR 93.116 requirements are met without an explicit hot-spot analysis.

Under 40 CFR 93.105, MTC must be involved in the establishment of interagency consultation procedures for project-level conformity determinations, and these procedures must be used in making project-level conformity determinations. The MTC implements interagency consultation for PM2.5 hot-spot analyses through the Air Quality Conformity Task Force. The Conformity Task Force is open to all interested agencies, but will include staff from EPA, FHWA, FTA, Caltrans, CARB, the Association of Bay Area Governments, BAAQMD, congestion management agencies, and transit operators. The project was presented to the Conformity Task Force at its meeting of January 18, 2011. On February 1, 2011, MTC made the following determination: "Based on the recent interagency consultation with the Air Quality Conformity Task Force, this project does not fit the definition of a project of air quality concern as defined by 40 CFR 93.126(b)(1) or 40 CFR 93.128 and therefore not subject to further PM2.5 project level conformity requirements."[14]

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[13]The scope of the project listed in the RTP and TIP includes a new off-ramp from northbound I-280 to Winchester Boulevard and, therefore, is larger than the current scope. Following the decision to eliminate the new off-ramp from I-280 to Winchester from the project, MTC was consulted for the purpose determining whether this change in project scope would invalidate the regional conformity emissions analysis. In a written response dated February 9, 2011, MTC stated that this change would not trigger a new regional or project-level conformity analysis. See Appendix F for a copy of this response.

[14]Source: E-mail dated 2/1/2011 from Grace Cho (MTC) to Lauren Bobadilla (VTA). See Appendix F for a copy of this e-mail.

The determination by MTC was reported in the Draft EIR/EA and public comment was requested regarding the project-level conformity analysis and determination. None of the comments received on the Draft EIR/EA were related to the air quality conformity determination. The air quality conformity report was subsequently submitted to FHWA for their review and concurrence. FHWA concurrence was received in a letter dated June 2, 2011, a copy of which is reproduced in Appendix G.

2.12.3.2 *Traffic-Related Carbon Monoxide (CO) Impacts*

Project impacts from local traffic were evaluated by the quantitative method, which is modeling roadside CO concentrations associated with the project and comparing them to Federal and State CO Standards. A total of 12 locations along the I-880, I-280, Stevens Creek Boulevard, and Winchester Boulevard corridors, where there would be a combination of the 1) highest traffic volumes, 2) greatest project traffic contribution, and 3) highest level of congestion, were modeled. This is because high volume freeways, such as I-280/I-880 and congested intersections with a large volume of traffic have the greatest potential to cause high-localized concentrations of CO.

Predicted CO concentrations, which include background levels, are shown in Table 16. This assessment was undertaken for three comparisons:

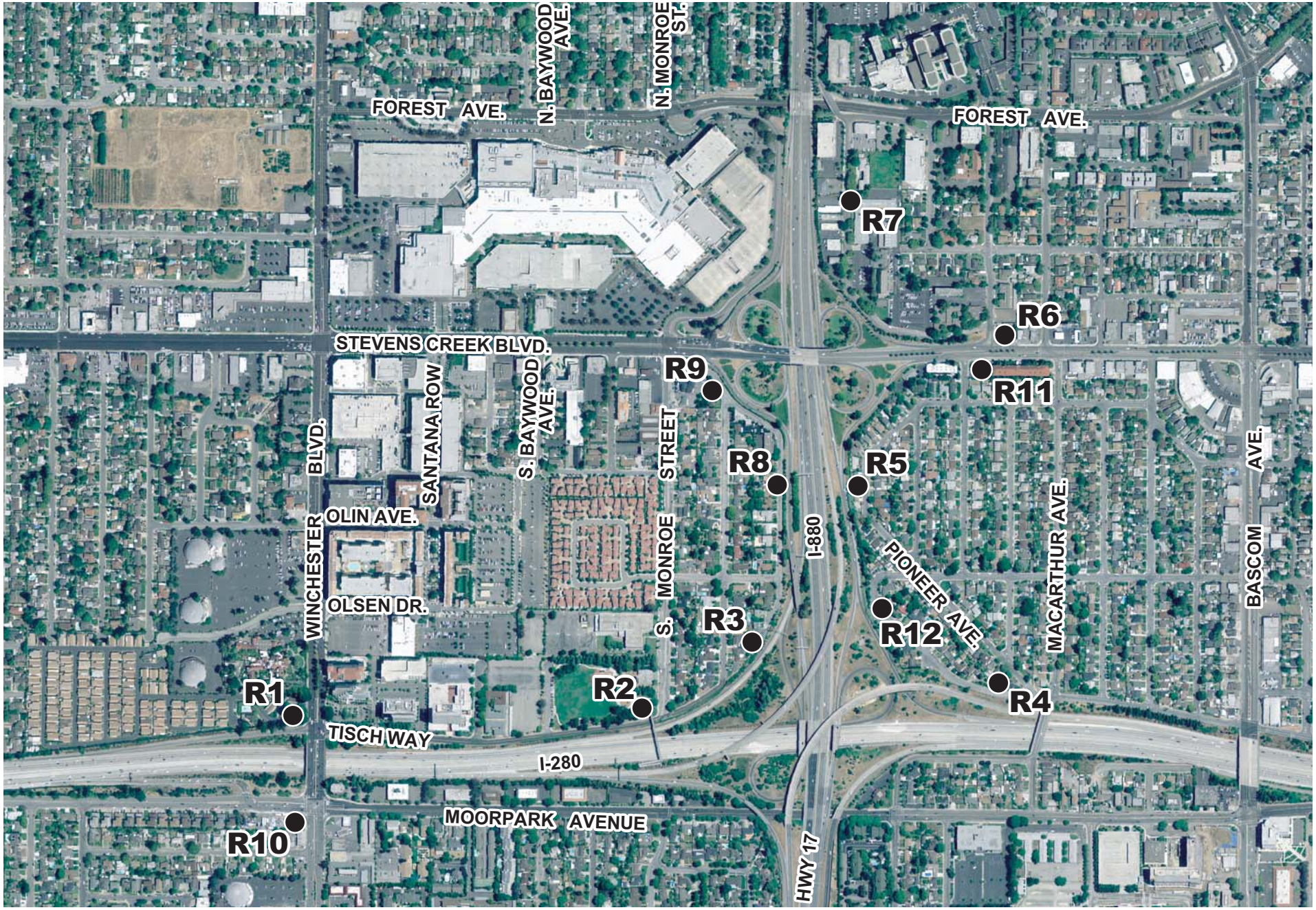
- Build Alternative versus Existing Conditions
- Build Alternative versus No Build Alternative in Year 2015
- Build Alternative versus No Build Alternative in Year 2035

The results indicate that future CO levels with or without the project would remain below both federal and state standards. At most locations, CO concentrations would be the same under No-Build and Build conditions. At several locations, CO concentrations under the Build condition would be slightly lower than under No-Build conditions.

The predicted decrease in future concentrations is due to vehicle fleet turnover, with newer (less polluting) vehicles replacing older vehicles. As a result, the project would not cause or contribute to any localized CO violations.

2.12.3.3 *Mobile Source Air Toxics Impacts*

While there are existing uncertainties that do not allow quantitative estimates of health effects from MSAT emissions in the project area, one can examine MSAT emissions in the project area and estimate the relative impacts of MSAT emissions under different scenarios. UC Davis, under contract to the Department, developed a project-level MSAT analysis spreadsheet tool. This tool was developed with cooperation of the Department, CARB and FHWA. This analysis predicts emissions of the six priority MSATs, using project-specific traffic information and vehicle emissions factors.



CO MODELING SITES

FIGURE 9

T A B L E 1 6

PROJECTED WORST-CASE CARBON MONOXIDE CONCENTRATIONS
[Expressed in parts-per-million]

Receptor I.D. (See Figure 9)	Existing				Year 2015				Year 2035			
	No Build		Build		No Build		Build		No Build		Build	
	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
1	6.6	4.6	6.6	4.6	5.3	3.7	5.3	3.7	4.6	3.2	4.6	3.2
2	6.7	4.7	6.7	4.7	5.3	3.7	5.3	3.7	4.7	3.3	4.7	3.3
3	6.7	4.7	6.7	4.7	5.3	3.7	5.3	3.7	4.7	3.3	4.7	3.3
4	6.8	4.8	6.7	4.7	5.5	3.9	5.4	3.8	4.7	3.3	4.7	3.3
5	6.8	4.8	6.8	4.8	5.3	3.7	5.3	3.7	4.7	3.3	4.6	3.2
6	6.4	4.5	6.4	4.5	5.3	3.7	5.3	3.7	4.6	3.2	4.6	3.2
7	8.1	5.7	8.1	5.7	5.9	4.1	5.9	4.1	4.9	3.4	4.9	3.4
8	6.9	4.8	6.9	4.8	5.5	3.9	5.5	3.9	4.7	3.3	4.7	3.3
9	6.7	4.7	6.7	4.7	5.3	3.7	5.3	3.7	4.7	3.3	4.7	3.3
10	6.6	4.6	6.6	4.6	5.4	3.8	5.3	3.7	4.6	3.2	4.6	3.2
11	6.6	4.6	6.6	4.6	5.5	3.9	5.5	3.9	4.7	3.3	4.7	3.3
12	6.7	4.7	6.7	4.7	5.3	3.7	5.3	3.7	4.6	3.2	4.6	3.2

The 1-hour state standard is 20 parts-per-million. The 1-hour federal standard is 35 parts-per-million. Both the state and federal 8-hour standards are 9 parts-per-million

Source: Modifications to I-880/Stevens Creek Boulevard, I-280/I-880/SR-17, & I-280/Winchester Boulevard Interchanges Air Quality Study, 2009 (with April 2011 Addendum).

Table 17 shows 1) how MSAT emissions will decrease between existing conditions and the year 2035, and 2) the effect of the project on MSAT emissions. The data show that emissions for all six MSATs are projected to decrease considerably over existing conditions as a result more stringent emissions standards mandated by EPA and CARB. Diesel PM is projected to experience a decrease of 78% from 2007 to 2035, while the other MSATs are projected to decrease by between 76% and 78%. The data

TABLE 17

COMPARISON OF MOBILE SOURCE AIR TOXICS EMISSIONS
[Expressed in Pounds per Day]

	Diesel PM	Benzene	Butadiene	Acetaldehyde	Acrolein	Formaldehyde
Existing	58.90	24.88	4.87	10.90	1.08	29.18
Existing + Project	decrease of 0.23	decrease of 0.09	decrease of 0.02	decrease of 0.05	no change	decrease of 0.14
Year 2035 - No Project	12.97	5.88	1.06	2.53	0.24	6.67
Year 2035 - With Project	decrease of 0.17	decrease of 0.12	decrease of 0.03	decrease of 0.06	decrease of 0.01	decrease of 0.16

Source: Modifications to I-880/Stevens Creek Boulevard, I-280/I-880/SR-17, & I-280/Winchester Boulevard Interchanges Mobile Source Air Toxics Report, 2009 (with April 2011 Addendum).

in Table 17 also show the effect of the project on emissions of MSATs. In all cases, when compared to existing conditions or when compared to future no project conditions, MSAT emissions would remain the same or decrease as a result of the project.

2.12.3.4 *Climate Change*

Climate change is analyzed in Chapter 3. Neither EPA nor FHWA has promulgated explicit guidance or methodology to conduct project-level greenhouse gas analysis. As stated on FHWA's climate change website (http://www.fhwa.dot.gov/hep/climate/index.htm), climate change considerations should be integrated throughout the transportation decision-making process-from planning through project development and delivery. Addressing climate change mitigation and adaptation up front in the planning process will facilitate decision-making and improve efficiency at the program level, and will inform the analysis and stewardship needs of project level decision-making. Climate change considerations can easily be integrated into many planning factors, such as supporting economic vitality and global efficiency, increasing safety and mobility, enhancing the environment, promoting energy conservation, and improving the quality of life.

Because there have been more requirements set forth in California legislation and executive orders regarding climate change, the issue is addressed in the CEQA chapter of this environmental document and may be used to inform the NEPA decision. The four strategies set forth by FHWA to lessen climate change impacts do correlate with efforts that the State has undertaken and is undertaking to deal with transportation and climate change; the strategies include improved transportation system efficiency, cleaner fuels, cleaner vehicles, and reduction in the growth of vehicle hours traveled.

2.12.4 Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, or mitigation measures are required.

2.13 NOISE

2.13.1 Introduction

Noise is measured in "decibels" (dB), which is a numerical expression of sound levels on a logarithmic scale. A noise level that is ten dB higher than another noise level has ten times as much sound energy and is perceived as being twice as loud. A sound change of less than 3 dB is just barely perceptible, and then only in the absence of other sounds. Intense sounds of 140 dB are so loud that they are painful and can cause damage with only brief exposure. These extremes are not commonplace in our normal working and living environments. An "A-weighted decibel" (dBA) approximates the frequency response of the average young ear when listening to most ordinary everyday sounds. Thus, traffic noise impact analyses commonly use the dBA.

With regard to traffic-generated noise, noise levels rise as vehicle speeds, overall volumes, and truck volumes increase. In general, a doubling of traffic results in a 3 dBA increase in noise at a nearby receptor, assuming a relatively homogeneous traffic composition (i.e., mainly passenger cars). The peak noise hour is typically not the peak commute hour due to lower operating speeds during the latter. The combination of volumes and speeds that produces the peak noise hour is that which is associated with level of service C/D.

2.13.2 Regulatory Setting

The National Environmental Policy Act (NEPA) of 1969 and the California Environmental Quality Act (CEQA) provide the broad basis for analyzing and abating highway traffic noise effects. The intent of these laws is to promote the general welfare and to foster a healthy environment. The requirements for noise analysis and consideration of noise abatement and/or mitigation, however, differ between NEPA and CEQA.

California Environmental Quality Act

CEQA requires a strictly baseline versus build analysis to assess whether a proposed project will have a noise impact. If a proposed project is determined to have a significant noise impact under CEQA, then CEQA dictates that mitigation measures must be incorporated into the project unless such measures are not feasible. The rest of this section will focus on the NEPA-23 CFR 772 noise analysis; please see Chapter 3 of this document for further information on noise analysis under CEQA.

National Environmental Policy Act and 23 CFR 772

For highway transportation projects with FHWA (and the Department, as assigned) involvement, the federal-Aid Highway Act of 1970 and the associated implementing regulations (23 CFR 772) govern the analysis and abatement of traffic noise impacts. The regulations require that potential noise impacts in areas of frequent human use be identified during the planning and design of a highway project. The regulations contain noise abatement criteria (NAC) that are used to determine when a noise impact would occur. The NAC differ depending on the type of land use under analysis. For example, the NAC for residences (67 dBA) is lower than the NAC for commercial areas (72 dBA). The following table lists the noise abatement criteria for use in the NEPA-23 CFR 772 analysis.

TABLE 18

NOISE ABATEMENT CRITERIA OF THE FEDERAL HIGHWAY ADMINISTRATION
[Expressed in dBA]

Activity Category	Peak-Hour Leq(h)	Description of Activity Category
A	57 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	---	Undeveloped lands.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Table 19 lists the noise levels of common activities to enable readers to compare the actual and predicted highway noise-levels discussed in this section with common activities.

In accordance with the Department's *Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects*, August 2006, a noise impact occurs when the future noise level with the project results in a substantial increase in noise level (defined as a 12 dBA or more increase) or when

TABLE 19

NOISE LEVELS ASSOCIATED WITH COMMON ACTIVITIES

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet Fly-over at 300m (1000 ft)		
	100	
Gas Lawn Mower at 1 m (3 ft)		
	90	
Diesel Truck at 15 m (50 ft), at 80 km (50 mph)		Food Blender at 1 m (3 ft)
	80	Garbage Disposal at 1 m (3 ft)
Noisy Urban Area, Daytime		
Gas Lawn Mower, 30 m (100 ft)	70	Vacuum Cleaner at 3 m (10 ft)
Commercial Area		Normal Speech at 1 m (3 ft)
Heavy Traffic at 90 m (300 ft)	60	
		Large Business Office
Quiet Urban Daytime	50	Dishwasher Next Room
Quiet Urban Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime		
	30	Library
Quiet Rural Nighttime		Bedroom at Night, Concert Hall (Background)
	20	Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

the future noise level with the project approaches or exceeds the NAC. Approaching the NAC is defined as coming within 1 dBA of the NAC.

If it is determined that the project will have noise impacts, then potential abatement measures must be considered. Noise abatement measures that are determined to be reasonable and feasible at the time of final design are incorporated into the project plans and specifications. This document discusses noise abatement measures that would likely be incorporated in the project.

The Department's Traffic Noise Analysis Protocol sets forth the criteria for determining when an abatement measure is reasonable and feasible. Feasibility of noise abatement is basically an engineering concern. A minimum 5 dBA reduction in the future noise level must be achieved for an abatement measure to be considered feasible. Other considerations include topography, access requirements, other noise sources and safety considerations. The reasonableness determination is basically a cost-benefit analysis. Factors used in determining whether a proposed noise abatement measure is reasonable include: residents acceptance, the absolute noise level, build versus existing noise, environmental impacts of abatement, public and local agencies input, newly constructed development versus development pre-dating 1978 and the cost per benefitted residence.

2.13.3 Affected Environment

The information in this section is based primarily on a technical Noise Report (September 2009 with February 2011 Addendum) that was prepared for the project. This study is incorporated into this EIR/EA by reference. This study is available for review at the locations listed inside the front cover of this document.

The project area is exposed to a relatively high level of noise from vehicular traffic. Vehicles traveling on the freeways and local streets such as Stevens Creek Boulevard, Winchester Boulevard, Moorpark Avenue and Forest Avenue produce Leq(h) noise levels that exceed FHWA's noise abatement criteria at various land uses that are located adjacent to these roadways.

Existing peak-hour noise levels were quantified along I-280 and I-880 within the project limits where there are existing or proposed residences, as well as at Santana Park and a nearby church and school. These locations are shown on Figure 10. Existing noise levels range from 45 dBA Leq(h) at the school to 74 dBA Leq(h) at a residence on Hodges Avenue, as shown in Table 20. The existing noise levels shown in Table 20 take into account the four existing soundwalls along the freeways, which range in height from approximately 12 feet to 16 feet.

Table 20 also includes projected noise levels under future (year 2035) “No Build” conditions. At many locations, the future noise levels will be one decibel higher than existing levels, reflecting increases in traffic that will occur as a result of planned growth in the area.

2.13.4 Environmental Consequences

The short-term (i.e., construction phase) noise effects of the proposed project are described in Section 2.16.5. The project's long-term (i.e., operational phase) effects are described below.

NOISE RECEPTOR LOCATIONS

FIGURE 10

T A B L E 2 0

EFFECT OF PROJECT ON EXISTING AND FUTURE NOISE LEVELS
[Expressed in Loudest Hour Noise Levels, Leq(h), dBA]

Recep-tor #	Land Use	Existing Sound-wall in place?	Existing Noise Level	Build Alternative: Change in Noise Compared to Existing	Year 2035		
					No Build Alt. Noise Level	Build Alternative: Change in Noise Compared to No Build	Noise Level Approach or Exceed NAC?
13	Single-family	Yes	57	0	58	0	No
14	Multi-family	Yes	62	0	63	-1	No
15	Single-family	Yes	63	0	64	-1	No
16	Single-family	No	69	0	70	0	Yes
17	Single-family	No	67	-3	68	-4	No
18	Single-family	No	61	+1	61	+2	No
19	Single-family	No	59	+1	60	+1	No
20	Single-family	No	60	0	60	0	No
21	Single-family	No	68	+1	68	+1	Yes
22	Single-family	No	58	0	59	-1	No
23	Single-family	No	57	+1	59	-1	No
24	Single-family	No	74	+1	74	+1	Yes
25	Single-family	No	71	+2	71	+2	Yes
26	Single-family	No	67	0	69	-1	Yes
27	Single-family	No	61	0	63	-2	No
28	Church	No	46	0	47	0	No
29	School	No	45	0	46	-1	No
34	Single-family	No	61	0	64	-2	No
35	Single-family	No	57	+1	59	0	No
36	Single-family	No	73	0	73	0	Yes
37	Single-family	No	70	0	70	0	Yes

T A B L E 2 0

EFFECT OF PROJECT ON EXISTING AND FUTURE NOISE LEVELS
[Expressed in Loudest Hour Noise Levels, Leq(h), dBA]

Recep-tor #	Land Use	Existing Sound-wall in place?	Existing Noise Level	Build Alternative: Change in Noise Compared to Existing	Year 2035		
					No Build Alt. Noise Level	Build Alternative: Change in Noise Compared to No Build	Noise Level Approach or Exceed NAC?
38	Single-family	No	58	0	58	0	No
39	Single-family	No	61	+1	62	0	No
40	Single-family	No	73	0	73	0	Yes
41	Single-family	Yes	59	0	59	0	No
42	Single-family	Yes	58	0	58	0	No

NAC = noise abatement criteria of FHWA Receptors are shown on Figure 10.

Note: Receptors R1 - R12, R30 - R33, and R43 - R46 were within the original project limits. They are not, however, included in this table as they are located outside the current project limits.

Source: Modifications to I-880/Stevens Creek Boulevard, I-280/I-880/SR-17, & I-280/Winchester Boulevard Interchanges Noise Study Report, 2009, with February 2011 Addendum.

Future traffic-related noise levels at land uses adjacent to SR-17, I-280, and I-880 within the project limits were quantified in accordance with FHWA and the Department's procedures. Projected noise levels were then compared to FHWA's noise abatement criteria shown in Table 18 to determine whether the consideration of noise abatement measures was warranted. Projected noise levels were also compared with existing noise levels to determine whether the increase (if any) would be substantial.

As shown in Table 20, the effect of the project on noise levels will vary by location. When compared to existing conditions, the change in noise levels due to the project would range from a decrease of 3 dBA to an increase of 2 dBA. When compared to future no project conditions, the change in noise levels due to the project would range from a decrease of 4 dBA to an increase of 2 dBA. At Receptor #17, a residence on Parkmoor Avenue, the project would decrease noise by 3-4 dBA due to the fact that the fill for the new connector ramp will block sound from traffic on existing ramps.

In all cases, projected increases in noise levels would not be substantial because the increase would be less than the 12-dBA threshold described in Section 2.13.2.

2.13.5 Avoidance, Minimization, and/or Mitigation Measures

Although the project would not result in a substantial increase in traffic-related noise, projected noise levels will, however, exceed FHWA's noise abatement criteria at many locations, as they do under existing conditions. As a result, the feasibility and reasonableness allowances of noise abatement measures were considered. This process involved two situations:

- At each location where no soundwall exists, the feasibility and reasonableness allowance for constructing a new soundwall was evaluated.

- At locations that are already shielded by soundwalls, this effort focused on whether it would be feasible to achieve a further noise reduction of at least five decibels by raising the heights of the soundwalls. Soundwall heights in excess of 16 feet were not considered, per the Department's TNAP.

The feasibility of soundwalls was determined by the 5-dBA minimum reduction in noise level as well as overall constructability. The reasonableness allowances for the soundwalls were determined using criteria contained in the TNAP.

Based on the studies, the Department has determined that it would not be feasible to raise any of the existing soundwalls because an additional noise reduction of at least 5 decibels cannot be achieved. However, the construction of two new soundwalls, as shown in Table 21 and on Figure 11, would be feasible (i.e., they would meet the minimum 5-dBA noise reduction criterion). These two soundwalls are described in the following paragraphs.

Soundwall #1

Soundwall #1would be constructed along the right-of-way between I-880 and South Daniel Way. As shown on Figure 11, it would extend from south of Stevens Creek Boulevard to the existing soundwall located near I-280. The length of the soundwall would be approximately 1,200 feet.

An 8-foot soundwall height would feasibly abate traffic noise for seven residences represented by Receptors #36 and #40 (see Figure 10). A 10-foot soundwall height would lower traffic noise by 5 - 9 dBA for 11 residences represented by Receptors #36, #37, and #40 (see Figure 10). Twelve-foot to 16-foot soundwall heights would feasibly abate traffic noise for all 13 single-family residences represented by Receptors #36, #37, and #40 (see Figure 10).

PROPOSED SOUNDWALLS

FIGURE 11

TABLE 21

EVALUATION OF NOISE ABATEMENT SOUNDWALLS

Soundwall Number and Location	Approximate Soundwall Height	Amount of Reduction in Noise (dBA)	# of Residences Benefitting by ≥5 dBA	Reason-able Allowance	Preliminary Cost Estimate
#1: Westside of I-880, S of Stevens Creek	8 feet	6	7	$364,000	$518,400
	10 feet	5 to 9	11	$568,000	$648,000
	12 feet	6 to 10	13	$690,000	$777,600
	14 feet*	7 to 12	13	$694,000	$907,200
	16 feet	8 to 13	13	$698,000	$1,036,800
#2: Eastside of I-880, S of Stevens Creek	8 feet	3 to 11	27	$1,348,000	$1,310,000
	10 feet	5 to 13	31	$1,568,000	$1,590,000
	12 feet	6 to 15	31	$1,602,000	$1,880,000
	14 feet	6 to 16	31	$1,602,000	$2,160,000
	16 feet	7 to 17	31	$1,602,000	$2,440,000
	12 feet/14 feet*	6 to 16	31	$1,602,000	$2,100,000

- All of the above soundwalls are feasible, meaning they provide a minimum of five decibels of noise reduction at one or more receptors.

* recommended height per noise study report.

Source: Modifications to I-880/Stevens Creek Boulevard, I-280/I-880/SR-17, & I-280/Winchester Boulevard Interchanges Noise Study Report, 2009.

Although all of the heights for Soundwall #1 that are listed in Table 21 are feasible, a 14-foot height is recommended. A 14-foot soundwall would provide 7 to 12 dBA of noise reduction at the outdoor activity areas of the residences located west of South Daniel Way and would be of sufficient height to intercept the line of sight between a truck exhaust stack and a 5-foot high receiver.[15] The 14-foot height would also match the height of the existing soundwall at the south end of South Daniel Way.

[15]Truck exhaust stacks are a notable source of noise. Therefore, breaking the line of sight between the top of an exhaust stack and an adjacent receptor is typically desired as it serves to reduce this noise source.

Soundwall #2

Soundwall #2 is a combination of soundwalls that would be constructed along the easterly edge of I-880 extending between I-280 on the south and Stevens Creek Boulevard on the north. The first soundwall, labeled SW2A on Figure 11, would be roughly 1,100 feet in length and would be located adjacent to and along the elevated direct connector ramp from northbound I-280 to northbound I-880 to provide shielding of traffic that would otherwise be visible above ground-level noise barriers. It would begin along the Parkmoor Avenue right-of-way near MacArthur Avenue at a recommended height of 12 feet. The 12-foot barrier would transition to the edge of the northbound I-280 to northbound I-880 elevated direct connector ramp. From this point the 12-foot barrier would gradually transition in height to a minimum of 6-feet above the pavement and would maintain this height to its northerly terminus.

The second soundwall, labeled SW2B on Figure 11, would shield receivers from ramp and mainline traffic noise as well as ramp traffic noise where the ramps begin to conform back to mainline elevations. The total length of SW2B would be approximately 2,070 feet. SW2B, would begin along Parkmoor Avenue and would follow the proposed right-of-way. It would continue north along the Hodges Street right-of-way and extend northward along the off-ramp ending near Stevens Creek Boulevard. A 14-foot soundwall height would provide about 8 dBA of noise reduction at Receptor #21 (see Figure 10). Ten-foot to 12-foot heights would provide 6 to 15 dBA of noise reduction at Receptors #24, #25, and #26 (see Figure 10). At some locations with smaller backyards, the lower wall heights may be desired because of the reduced visual/aesthetic impact.

For the northerly portion of SW2A, a 6-foot height would be sufficient to intercept the line of sight between a truck exhaust stack and an adjacent receptor. For SW2B, a minimum height of 10 feet is needed to intercept the line of sight between a truck exhaust stack and adjacent receptors.

Final Decision on Soundwalls

Based on the studies completed to date, the Department intends to incorporate noise abatement in the form of barriers at I-880, with respective lengths and average heights of 1,200 feet/14 feet for Soundwall #1, 1,100 feet/6-12 feet for Soundwall #2A, and 2,070 feet/6-14 feet for Soundwall #2B. Calculations based on preliminary design data indicate that the barriers will reduce noise levels by 6 to 16 dBA for 44 residences at a cost of $3.0 million.

Although the soundwalls are feasible, the data in Table 21 indicate that the cost of the each of the walls exceeds the reasonableness allowance, which is basically a cost-benefit analysis; see the last paragraph of Section 2.13.2 for information as to how the reasonableness allowance is calculated.

All of this information was reported in the Draft EIR/EA. The Draft EIR/EA stated that the final decision of the noise abatement would be made upon completion of the public involvement process and would be reported in the Final EIR/EA.

Although the cost of Soundwalls #1 and #2 exceed the reasonableness allowance, the Department's final decision is to construct both walls at the lengths/heights recommended in the noise abatement decision report. This decision is based on the following:

- Previous Commitments: The Department had originally planned to build these soundwalls in the early 1990s as part of the soundwall retrofit program. These soundwalls were part of Caltrans Project Number EA-13493.
- Community Support: Of all of the comments on the Draft EIR/EA that pertained to the issue of noise, 100% were in favor of the construction of the proposed soundwalls. In addition, in late 2010, a soundwall survey was mailed to all property owners and residents whose parcels will be adjacent to the soundwalls that are proposed to be constructed as part of the project. Fifty-three surveys were mailed and 31 responses were received. Of the 31 responses, 26 (84%) were in favor of the soundwalls.
- Noise Reduction Benefit: The soundwalls will provide a substantial reduction in noise to two neighborhoods that experience noise levels from the adjacent freeways that are in excess of FHWA's noise abatement criteria. Calculations based on preliminary design data indicate that these barriers will reduce noise levels by 6 to 16 dBA for 44 residences.

BIOLOGICAL ENVIRONMENT

2.14 ANIMAL SPECIES

2.14.1 Regulatory Setting

Many state and federal laws regulate impacts to wildlife. The USFWS, National Oceanic & Atmospheric Administration (NOAA) Fisheries and the CDFG are responsible for implementing these laws. This section discusses potential impacts and permit requirements associated with wildlife not listed or proposed for listing under the state or federal Endangered Species Acts. Species listed or proposed for listing as threatened or endangered are not discussed as none of these species occur within the project's biological study area (BSA) due to lack of suitable habitat or because the BSA is outside of the known range of the species.. All other special-status animal species are also discussed here, including CDFG fully protected species and species of special concern, and USFWS or NOAA Fisheries candidate species.

Federal laws and regulations pertaining to wildlife include the following:

- National Environmental Policy Act
- Migratory Bird Treaty Act
- Fish and Wildlife Coordination Act

State laws and regulations pertaining to wildlife include the following:

- California Environmental Quality Act
- Sections 1600 - 1603 of the Fish and Game Code
- Section 4150 and 4152 of the Fish and Game Code

2.14.2 Affected Environment

The information in this section is based primarily on a technical Natural Environment Study (June 2009, with February 2011 Addendum) that was prepared for the project. This study is incorporated into this EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

The list of special-status animal species occurring in the region was evaluated for their potential to occur within the BSA, which consists of the footprint of the project as well as all areas that may be affected directly or indirectly by the construction activity (action). Most of the regional special-status species were rejected for occurrence in the BSA because the project area lacks suitable habitat and/or is outside of the range of the species. Several special-status species that occur in the region may occur in the BSA but only as uncommon to rare visitors, migrants, or transients, and are not expected to reside or breed on the site.

Special-status wildlife species listed in the California Natural Diversity Data Base (CNDDB) as presently or historically occurring within five miles of the BSA are the California tiger salamander, western pond turtle, burrowing owl, American peregrine falcon, Cooper's hawk, hoary bat, and pallid bat. None of these species are expected to occur within the BSA. No suitable habitat is present for the California tiger salamander or the western pond turtle as no aquatic habitat is present within the BSA.

Similarly, although ground squirrel burrows are present within ruderal grassland habitat within the BSA, these areas do not constitute suitable habitat for burrowing owls due to their isolation (the nearest sizeable area of grassland habitat is more than 1.5 miles away), the very limited extent of potential foraging habitat (probably not enough to support a pair of owls), and the very heavy traffic use of the interchange (which would likely result in mortality of owls fairly quickly). In addition, no burrowing owls are known to occur in such urbanized, high-traffic area in the San Jose area. Burrowing owls are not expected to occur away from other populations of burrowing owls nor are they expected to occur in such sub-optimal habitat. Burrowing owls prefer relatively flat grassland habitat as opposed to the steep slopes within ruderal grassland habitat that occur on the Project site.

Lastly, the BSA is located in a highly urbanized area where large, predatory birds and special-status bat species would not nest, roost, or reside. No suitable nesting or roosting habitat is present in the BSA for large, predatory birds or special-status bat species. Large predatory birds and the special-status bat species that could occur here prefer habitat that is isolated from urban disturbance and/or riparian habitat that does not exist within the BSA. Therefore, no special-status wildlife species occur on the site.

2.14.2.1 *Nesting Birds*

The Migratory Bird Treaty Act and California Fish and Game Code protect migratory birds, including their eggs, nests, and young. The killing or harassment of such birds, including activities that may result in the abandonment of active nests during the nesting season (generally, February 1st through October 31st), is prohibited. Several species of birds protected by these laws may nest within the project area, although none were present during field surveys. Further, the number of available nesting sites for native migratory birds within the BSA is small due to a lack of tall trees and natural habitat. Therefore, it is unlikely that more than one or two pairs of birds could nest within the BSA.

2.14.3 Environmental Consequences

Since no special-status animal species are present within the project impact area, the project will not impact any special-status animal species.

There is a potential that construction activities could impact nesting migratory birds that are protected under the Migratory Bird Treaty Act and California Fish & Game Code.

2.14.4 Avoidance, Minimization, and/or Mitigation Measures

The following measure, which is included in the project, will avoid impacts to nesting birds during the construction phase:

Vegetation that will be impacted by the project will be removed during the nonbreeding season (i.e., November 1st to January 31st), if feasible, to help preclude nesting. If it is not feasible to schedule vegetation removal during the nonbreeding season, then pre-construction surveys for nesting birds will be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. This survey will be conducted no more than seven days prior to the initiation of construction activities. During this survey, the ornithologist will inspect all trees, shrubs, and other potential nesting habitats in and immediately adjacent to the impact areas for nests. If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist, in consultation with CDFG, will determine the extent of a buffer zone to be established around the nest, typically 250 feet for raptors and 50-100 feet for other birds.

2.15 INVASIVE SPECIES

2.15.1 Regulatory Setting

On February 3, 1999, President Clinton signed Executive Order 13112 requiring federal agencies to combat the introduction or spread of invasive species in the United States. The order defines invasive species as "any species, including its seeds, eggs, spores, or other biological material capable of

propagating that species, that is not native to that ecosystem whose introduction does or is likely to cause economic or environmental harm or harm to human health." Federal Highway Administration guidance issued August 10, 1999 directs the use of the state's noxious weed list to define the invasive plants that must be considered as part of the NEPA analysis for a proposed project.

2.15.2 Affected Environment

The information in this section is based primarily on a technical Natural Environment Study (June 2009, with February 2011 Addendum) that was prepared for the project. This study is incorporated into this EIR/EA by reference. A copy of this study is available for review at the locations listed inside the front cover of this document.

Several non-native, invasive plant species are present within or adjacent to the project impact area, as listed in Table 22. These species dominate the embankments along the I-280 and I-880 roadsides, many areas of the ruderal grassland habitat, and most areas adjacent to development. All of these species are very difficult to eradicate. The removal of all parts of the plant before viable seed can develop, including roots and rhizomes, can help control infestations, although the removal of all plant material from the site is necessary to reduce the incidence of regrowth from rhizome, stolon, or stem fragments. In addition, follow-up removal of re-sprouts is essential to prevent re-infestation. The majority of non-native, invasive plant species produce seeds that germinate readily following disturbance.

TABLE 22

INVASIVE PLANT SPECIES PRESENT WITHIN THE PROJECT AREA

Common Name	Scientific Name	Location Where Plant Observed	Ecological Impact*	Invasive Potential*
English Ivy	*Hedera helix*	Ornamental/ruderal grassland	A	A
Iceplant	*Carpobrotus edulis*	Ornamental/ruderal grassland	A	B
Ripgut brome	*Bromus diandrus*	Ruderal grassland	B	B
Tree-of-Heaven	*Ailanthus altissima*	Ornamental/ruderal grassland	B	B
Wild oats	*Avena fatua*	Ruderal grassland	B	B

*A = severe and B = moderate, as derived from the California Invasive Plant Council.

Source: Modifications to I-880/Stevens Creek Boulevard, I-280/I-880/SR-17, & I-280/Winchester Boulevard Interchanges Natural Environment Study, 2009.

2.15.3 Environmental Consequences

Non-invasive species will be utilized for landscaping and the project is not anticipated to introduce any new infestations of invasive species. However, care must be taken to avoid increasing the existing infestations by dispersing seed or viable plant material through construction equipment use when grading, particularly when removing embankment material. These measures are described in the following section.

2.15.4 Avoidance, Minimization, and/or Mitigation Measures

For the purpose of reducing existing infestations and minimizing future infestations, the project will implement the following measures during construction:

- Prior to grading, infested areas will be cleared of vegetation and all vegetative material will be incinerated off-site or disposed of in a landfill, taking care to prevent any seed dispersal during the process.

- Native seed from a local source (within the same watershed if practicable) will be planted on all disturbed ground via hydroseed and native species will be used in landscaping.

- The soil substrate that was disturbed during construction will be stabilized by native hydroseed, preventing the majority of non-native, invasive plant species' seeds from germinating.

2.16 CONSTRUCTION IMPACTS

2.16.1 Traffic Effects/Street Closures During Construction

Except for temporary off-peak lane closures, the same number of traffic lanes will be maintained on the freeways and local streets during the construction period. Narrowed lanes on the freeways through the construction zone will be likely.

Prior to construction, a Transportation Management Plan (TMP) will be prepared. The TMP will address all traffic-related aspects of construction including, but not limited to, the following: traffic handling in each stage of construction, pedestrian safety/access, and bicycle safety/access. A component of the TMP will involve public dissemination of construction-related information through notices to the neighborhoods, press releases, and the use of changeable message signs.

2.16.2 Effects on Businesses during Construction

No roadway or driveway access to businesses is expected to be severed during the construction of the project.

2.16.3 Effects on Utilities during Construction

The project will require the relocation of a number of overhead and underground utility lines (e.g., electric poles, telephone poles, anchor poles, gas pipelines, water lines, fiber-optic cables, etc.) that are located within the footprint of the project. However, no disruption of any utility service(s) for an extended period of time (i.e., more than 24 hours) is expected to be necessary.

2.16.4 Air Quality Effects during Construction

Construction-related emissions are generally short-term in duration but may still cause adverse air quality impacts unless proper emission control measures are implemented.

Construction activities such as earthmoving, excavation and grading operations, construction vehicle traffic and wind blowing over exposed earth will generate exhaust emissions and fugitive particulate matter emissions that would affect local and regional air quality. Construction activities are also a source of organic gas emissions. Asphalt used in paving is a source of organic gases for a short time after its application. Solvents in adhesives, non-waterbase paints, and thinners would also evaporate into the atmosphere and would participate in the photochemical reaction that creates urban ozone. Many types of construction equipment emit diesel exhaust, which is known to result in adverse health effects.

Construction dust could affect local air quality at various times during construction of the project. The dry, windy climate of the area during the summer months creates a high potential for dust generation when and if underlying soils are exposed to the atmosphere.

The effects of construction activities would be increased dustfall and locally elevated levels of PM10 downwind of construction activity. Construction dust has the potential for creating a nuisance at nearby properties, and may constitute a health effect for children or persons with chronic health problems.

The Department's standard construction management practices are adequate to assure that associated air quality impacts will be minimal. These include requiring emission controls on construction equipment and spraying water on exposed surfaces to minimize dust.

The following measures will be implemented by the project for the purpose of avoiding/minimizing air quality effects during construction:

- During construction, the project will follow the Department's Standard Specification 14-9.02, Standard Specification 10, and Standard Specification 18, which address the requirements of BAAQMD and dust control and dust palliative application, respectively.

- The project will implement all feasible PM10 construction emissions control measures required by the BAAQMD, as indicated in Table 23.

T A B L E 2 3

FEASIBLE CONTROL MEASURES FOR CONSTRUCTION EMISSIONS OF PM10

Basic Control Measures. The following controls will be implemented at all construction sites.

- Water all active construction areas at least twice daily.
- Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least 2 feet of freeboard.
- Pave, apply water three times daily, or apply (nontoxic) soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.
- Sweep daily (with water sweepers) all paved access roads, parking areas, and staging areas at construction sites. Sweep streets daily (with water sweepers) if visible soil material is carried onto adjacent public streets.

Enhanced Control Measures. The following measures will be implemented at construction sites greater than four acres in area.

- Hydroseed or apply (nontoxic) soil stabilizers to inactive construction areas (i.e., previously graded areas inactive for 10 days or more).
- Enclose, cover, water twice daily, or apply (nontoxic) soil binders to exposed stockpiles (e.g., dirt and sand).
- Limit traffic speeds on unpaved roads to 24.1 kilometers per hour (15 miles per hour). Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- Replant vegetation in disturbed areas as quickly as possible.

Optional Control Measures. The following control measures are strongly encouraged at construction sites that are large in area, located near sensitive receptors, or for any other reason may warrant additional emissions reductions, but the project applicant is not required to implement.

- Install wheel washers for all exiting trucks, or wash off the tires or tracks of all trucks and equipment leaving the site.
- Install windbreaks or plant trees or vegetative wind breaks at windward side(s) of construction areas.
- Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.
- Limit the area subject to excavation, grading, and other construction activity at any one time.

Source: Assessing the Air Quality Impacts of Projects, BAAQMD, December 1999.

2.16.5 Noise and Vibration Effects during Construction

Construction phases anticipated with the project would include demolition, clearing and grubbing, earthwork, construction of ramps (including pile driving), bridge widening, construction of noise barriers, and paving. Each construction phase would require a different combination of construction equipment necessary to complete the task and differing usage factors for such equipment.

Project construction activities will primarily be concentrated in the vicinity of the I-880/Stevens Creek Boulevard interchange, as well as northwest and northeast of the I-880/I-280/SR-17 interchange. At times, construction activities could occur within 50 feet of adjacent residences located at or near the existing right-of way. Residences located adjacent to I-880, near the interchanges with Stevens Creek Boulevard and I-280/SR-17, are not currently shielded from the highway and ramps.

Project-generated construction noise would primarily result from the operation of vehicles and equipment. The highest noise levels would result from impulsive construction techniques such as pile driving and demolition activities including the use of large hydraulic concrete breakers known as hoe rams. FHWA's Roadway Construction Noise Model was used to calculate the maximum and average noise levels anticipated during each phase of construction at a distance of 50 feet. Table 24 presents the construction noise levels calculated for each major phase of the project. Noise generated by construction equipment drops off at a rate of 6 dB per doubling of distance. Shielding by terrain or existing noise barriers could provide an additional 5-10 dBA of noise reduction.

TABLE 24

CONSTRUCTION EQUIPMENT NOISE LEVELS AT 50 FEET

Construction Phase	Maximum Noise Level (Lmax dBA)	Hourly Average Noise Level (Leq dBA)
Demolition	90	84
Clear and Grub	81	79
Earthwork	82	84
Paving	85	85
Structures (with pile driving)	101	95
Structures (without pile driving)	83	84

Source: Modifications to I-880/Stevens Creek Boulevard, I-280/I-880/SR-17, & I-280/Winchester Boulevard Interchanges Noise Study Report, 2009.

The following measures will be implemented by the project for the purpose of avoiding/minimizing noise and vibration effects during construction:

- All internal combustion engine driven equipment will be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Unnecessary idling of internal combustion engines within 100 feet of residences will be strictly prohibited.
- Staging of construction equipment within 200 feet of residences will be avoided. All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located as far as practical from residences.
- All construction equipment will be required to conform to Section 14-8.02 - Sound Control Requirements of the Department's latest Standard Specifications
- Demolition and pile driving activities should be limited to daytime hours only. If nighttime, impulsive work is required, a construction noise monitoring program will be implemented to provide additional mitigation as necessary (in the form of noise control blankets or other temporary noise barriers, etc.) for affected receivers.

2.16.6 Water Quality Effects during Construction

The project will involve excavation and grading activities for the purpose of constructing the interchange improvements. These activities have the potential to degrade water quality in the form of sedimentation, erosion, and leaking fuels/lubricants from equipment. At this location, the water quality of various creeks could be affected by construction activities because most of the storm drains discharge into the creeks. Since these creeks support numerous wildlife and plant species, a short-term degradation of water quality could adversely affect such species.

In order to avoid/minimize the potential for water quality impacts to occur, the project will implement the following measures:

- Active paved construction areas will be swept and washed as needed.
- Silt fencing or straw wattles will be used to retain sediment on the project site.
- Temporary cover of disturbed surfaces or temporary slope protection measures will be provided per regulatory requirements and the Department's guidelines to help control erosion. Permanent cover/revegetation will be provided to stabilize the disturbed surfaces after construction has been completed.

- No debris, soil, silt, sand, bark, slash, sawdust, cement, concrete, washings, petroleum products, or other organic or earthen material shall be allowed to enter into or be placed where it may be washed by rainfall or runoff into any waterways.

- Best Management Practices (BMPs) will be utilized by the contractor(s) during construction. The BMPs will be incorporated into a Stormwater Pollution Prevention Plan for the project, as required by the Department's NPDES permit.

2.17 CUMULATIVE IMPACTS

2.17.1 Regulatory Setting

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time.

Cumulative impacts to resources in the project area may result from residential, commercial, industrial, and highway development, as well as from agricultural development and the conversion to more intensive types of agricultural cultivation. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines, Section 15130, describes when a cumulative impact analysis is warranted and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts, under CEQA, can be found in Section 15355 of the CEQA Guidelines. A definition of cumulative impacts, under NEPA, can be found in 40 CFR, Section 1508.7 of the CEQ Regulations.

2.17.2 Impacts

In a cumulative impacts analysis, the identification of "past, present, and reasonably foreseeable future actions" can utilize either the "list approach" or the "adopted plan" approach. The list approach identifies specific projects in the vicinity, typically provided by a local planning department. The adopted plan approach relies on a general plan or transportation plan or other planning document, which by definition accounts for cumulative growth in a defined area.

For this analysis, the adopted plan approach is utilized as it is compatible with the nature of the proposed infrastructure project, which is to accommodate projected transportation demand over the long term. As examples, the traffic model that was utilized to project future build and no build conditions is based on the planned growth of the area, as contained in the adopted general plans of San Jose and Santa Clara and the surrounding cities. The traffic projections from cumulative growth were also used in the quantification of noise, air quality, and climate change impacts.

The discussion, below, addresses resource areas where the project will result in an impact and, therefore, there is a potential for a cumulative impact. Resources areas not affected by the project are not discussed because, by definition, no cumulative impact could occur. Examples of the latter include biology, cultural resources, geology, floodplains, energy, and farmlands.

Traffic

For traffic, the Resource Study Area (RSA) was defined as the area within the project limits, as well as the surrounding area where the project will result in measurable changes in traffic patterns. Thus, the RSA includes the freeway segments, arterial streets, and intersections identified in the tables shown in Section 2.6.

Cumulative development has resulted in a significant increase in traffic on SR-17, I-280, and I-880 and in the project area as a whole, and future increases are projected to occur. The improvements that would be constructed under the Build Alternative would not contribute toward this increase in traffic volumes; rather, it would improve traffic operations for these vehicle trips, as described in Section 2.6. Therefore, the project would not result in a cumulative traffic impact.

Noise

For noise, the RSA was defined as the land uses adjacent to the freeway segments within the project limits. These land uses are those where project-related changes, coupled with increased traffic from ongoing growth, could result in cumulatively substantial increases in noise.

Cumulative development has resulted in a substantial increase in ambient noise levels in the project area. Ground traffic is the single largest source of noise, especially in the vicinity of the freeways. Noise typically associated with residential and urban environments is present, which also contributes to the cumulative ambient noise levels. The project would incrementally contribute to overall noise levels, as described in Section 2.13. The analysis in Section 2.13 indicates, however, that future increases in noise - taking into account both the project and planned growth - will not be substantial. Therefore, the cumulative noise impact would not be substantial.

Air Quality

For air quality, the RSA was defined as the land uses adjacent to the freeway segments within the project limits. These land uses are those where project-related changes, coupled with increased traffic from ongoing growth, could result in cumulatively substantial increases in emissions of air pollutants.

Cumulative development has resulted in a substantial degradation in ambient air quality in the greater San Francisco Bay Area. However, due to emissions control technology, overall air quality has been improving in recent years. Although most present and future development will likely increase emissions, improvements in technology are largely expected to offset such increases. The project will not contribute to the region's emissions because it will not generate additional vehicle trips or lead to unplanned growth. Rather, the project is expected to reduce area-wide emissions by decreasing congestion and vehicle delay, as described in Section 2.12, *Air Quality*. Therefore, the cumulative air quality impact would not be substantial.

Visual

The RSA for visual impacts was defined as the freeways within the project limits, as well as those adjacent areas where new/modified freeway overcrossings will be visible from various public vantage points.

As discussed in Section 2.7, *Visual/Aesthetics*, the project will construct an elevated direct connector ramp from northbound I-280 to northbound I-880. This new connector will be visible from many locations in the adjacent single-family neighborhood to the east. New soundwalls and removal of some of the existing trees along the freeway right-of-way will add to this visual change.

Although the above-described visual impacts of the project will be substantial, there will be no cumulative visual effects at these locations because there are no other recently-constructed, approved, and/or pending projects that would contribute to this impact.

CHAPTER 3 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) EVALUATION

3.1 DETERMINING SIGNIFICANCE UNDER CEQA

The proposed project is a joint project by the California Department of Transportation (Department) and the Federal Highway Administration (FHWA) and is subject to state and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). FHWA's responsibility for environmental review, consultation, and any other action required in accordance with NEPA and other applicable Federal laws for this project is being, or has been, carried out by the Department under its assumption of responsibility pursuant to 23 USC 327. The Department is the lead agency under CEQA and NEPA.

One of the primary differences between NEPA and CEQA is the way significance is determined. Under NEPA, significance is used to determine whether an EIS, or some lower level of documentation, will be required. NEPA requires that an EIS be prepared when the proposed federal action (project) as a whole has the potential to "significantly affect the quality of the human environment." The determination of significance is based on context and intensity. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision is made regarding the need for an EIS, it is the magnitude of the impact that is evaluated and no judgment of its individual significance is deemed important for the text. NEPA does not require that a determination of significant impacts be stated in the environmental documents.

CEQA, on the other hand, does require the Department to identify each "significant effect on the environment" resulting from the project and ways to mitigate each significant effect. If the project may have a significant effect on any environmental resource, then an EIR must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of mandatory findings of significance, which also require the preparation of an EIR. There are no types of actions under NEPA that parallel the findings of mandatory significance of CEQA. This chapter discusses the effects of this project and CEQA significance.

3.2 DISCUSSION OF SIGNIFICANCE OF IMPACTS

3.2.1 Less-than-Significant Effects of the Proposed Project

Based on the analyses completed for this EIR/EA, each of which is summarized in Chapter 2, the Build Alternative will result in the following less-than-significant environmental effects:

- Land Use (Section 2.1)
- Growth (Section 2.2)

- Relocations (Section 2.3)
- Environmental Justice (Section 2.4)
- Utilities/Emergency Services (Section 2.5)
- Traffic & Transportation/Pedestrian and Bicycle Facilities (Section 2.6)
- Cultural Resources (Section 2.8)
- Water Quality & Stormwater Runoff (Section 2.9)
- Geology/Soils/Seismic/Topography (Section 2.10)
- Hazardous Waste/Materials (Section 2.11)
- Air Quality (Section 2.12)
- Noise (Section 2.13)
- Animal Species (Section 2.14)
- Invasive Species (Section 2.15)
- Construction Impacts (Section 2.16)
- Cumulative Impacts (Section 2.17)

3.2.2 Significant Environmental Effects of the Proposed Project

The project will result in the following significant environmental effect:

Visual/Aesthetics (Section 2.7)

The Build Alternative will result in a significant visual impact at the single-family homes located near Parkmoor Avenue and at the single-family homes located on Pioneer Avenue near Hodges Avenue. Mitigation and/or avoidance measures for these impacts are included in the project and are described in Section 2.7.4.

3.2.3 Unavoidable Significant Environmental Effects

The significant environmental impact, described above, will be mitigated to a less-than-significant level. The project, therefore, will not result in any unavoidable significant effects.

3.3 CLIMATE CHANGE

3.3.1 Regulatory Setting

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization's Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to greenhouse gas (GHG) emissions reduction and climate change research

and policy have increased dramatically in recent years. These efforts are primarily concerned with the emissions of GHG related to human activity that include carbon dioxide (CO2), methane, nitrous oxide, tetrafluoromethane, hexafluoroethane, sulfur hexafluoride, HFC-23 (fluoroform), HFC-134a (s, s, s, 2 -tetrafluoroethane), and HFC-152a (difluoroethane).

In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with greenhouse gas emissions and climate change at the state level. Assembly Bill 1493 requires the California Air Resources Board (CARB) to develop and implement regulations to reduce automobile and light truck greenhouse gas emissions. These stricter emissions standards were designed to apply to automobiles and light trucks beginning with the 2009-model year; however, in order to enact the standards California needed a waiver from the U.S. Environmental Protection Agency (EPA). The waiver was denied by Environmental Protection Agency in December 2007 and efforts to overturn the decision had been unsuccessful. See California v. Environmental Protection Agency, 9th Cir. Jul. 25, 2008, No. 08-70011. However, on January 26, 2009, it was announced that EPA would reconsider their decision regarding the denial of California's waiver. On May 18, 2009, President Obama announced the enactment of a 35.5 mpg fuel economy standard for automobiles and light duty trucks which will take effect in 2012. On June 30, 2009 EPA granted California the waiver. California is expected to enforce its standards for 2009 to 2011 and then look to the federal government to implement equivalent standards for 2012 to 2016. The granting of the waiver will also allow California to implement even stronger standards in the future. The state is expected to start developing new standards for the post-2016 model years later this year.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80 percent below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that CARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases. " Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; however, at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. California, in conjunction with several environmental organizations and several other states, sued to force the U.S. Environmental Protection Agency (EPA) to regulate GHG as a pollutant under the Clean Air Act (Massachusetts vs. Environmental Protection Agency et al., 549 U.S. 497 (2007). The court ruled that GHG does fit within the Clean Air Act's definition of a pollutant, and that

the EPA does have the authority to regulate GHG. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting GHG emissions.

On December 7, 2009, the EPA Administrator signed two distinct findings regarding greenhouse gases under section 202(a) of the Clean Air Act:

- Endangerment Finding: The Administrator finds that the current and projected concentrations of the six key well-mixed greenhouse gases--carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF6)--in the atmosphere threaten the public health and welfare of current and future generations.

- Cause or Contribute Finding: The Administrator finds that the combined emissions of these well-mixed greenhouse gases from new motor vehicles and new motor vehicle engines contribute to the greenhouse gas pollution which threatens public health and welfare.

These findings do not themselves impose any requirements on industry or other entities. However, this action is a prerequisite to finalizing the EPA's proposed greenhouse gas emission standards for light-duty vehicles, which were jointly proposed by EPA and the Department of Transportation's National Highway Safety Administration on September 15, 2009.[16]

According to *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), an individual project does not generate enough GHG emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may participate in a potential impact through its incremental contribution combined with the contributions of all other sources of GHG. In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable." See CEQA Guidelines sections 15064(i)(1) and 15130. To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects in order to make this determination is a difficult if not impossible task.

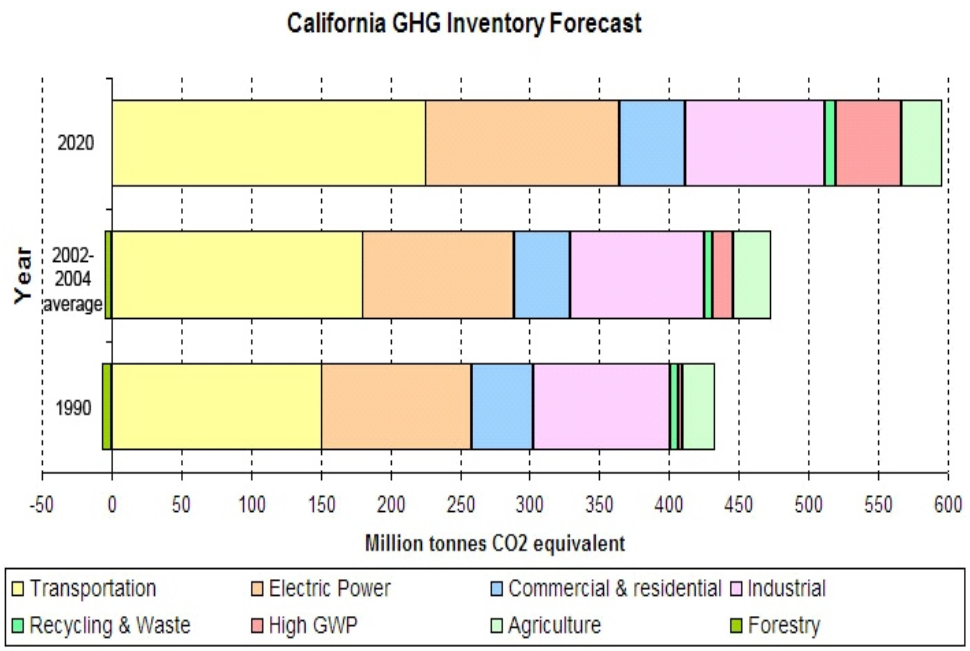
As part of its supporting documentation for the Draft Scoping Plan, CARB recently released an updated version of the GHG inventory for California (June 26, 2008). Shown below in Table 25 is a graph from that update that shows the total GHG emissions for California for 1990, 2002-2004 average, and 2020 projected if no action is taken.

Caltrans and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of

[16] http://www.epa.gov/climatechange/endangerment.html

T A B L E 2 5

CALIFORNIA GREENHOUSE GAS INVENTORY

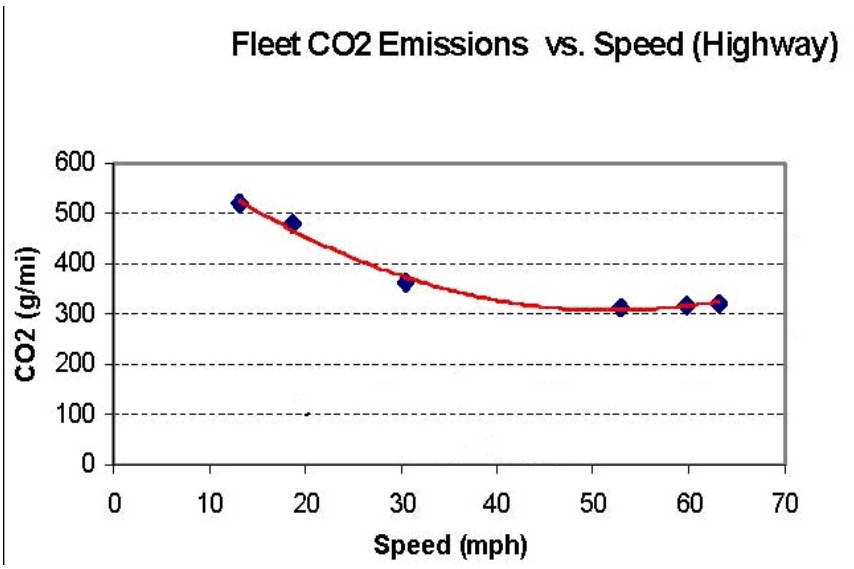


California's GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation (see Climate Action Program at Caltrans (December 2006), Caltrans has created and is implementing the Climate Action Program at Caltrans that was published in December 2006. This document can be found at: http://www.dot.ca.gov/docs/ClimateReport.pdf.

3.3.2 Project Analysis

One of the main strategies in the Department's Climate Action Program to reduce GHG emissions is to make California's transportation system more efficient. The highest levels of CO_2 from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 mph) and speeds over 55 mph; the most severe emissions occur from 0-25 miles per hour (see graph below). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors GHG emissions, particularly CO_2, may be reduced.

The effect of the project on greenhouse gas (GHG) emissions was calculated based on traffic data developed for the project's Traffic Operations Analysis Report (June 2010, with March 2011 Addendum). The calculations are summarized in Table 26 and are based on the following:



Source: Center for Clean Air Policy - http://www.ccap.org/Presentations/Winkelman%20TRB%202004%20(1-13-04).pdf

T A B L E 2 6

COMPARISON OF PEAK-PERIOD CO_2 EMISSIONS
[Expressed in Metric Tons per Day]

	No Build Alternative	Build Alternative
Existing Conditions	151.2	150.6
Year 2035 Conditions	439.3	415.2

Notes:
1. Emissions were computed for peak periods, where the project would affect traffic conditions (i.e., traffic volume or speed).
2. Emissions represent the average weekly peak period, which are based on modeling for the PM peak period during weekdays (assumed to occur Monday through Friday) and the mid-day period for Saturdays (assumed to also occur on Sunday).
3. According to the traffic studies, the peak periods for existing conditions occur for 3 hours during both the PM-weekday period and the mid-day Saturday period. Due to traffic growth, these periods are forecast to increase to 4 hours in 2035 under both No-Build and Build conditions.

Source: Modifications to I-880/Stevens Creek Boulevard, I-280/I-880/SR-17, & I-280/Winchester Boulevard Interchanges Air Quality Report, 2009, with April 2011 Addendum.

Emissions were calculated for the PM peak period of each day within the immediate project area, which includes both weekdays and weekends. The analysis focuses on the peak periods because those are the times when the project will relieve congestion. Specifically, congestion relief affects vehicle-miles-traveled (VMT) and average speeds, both of which affect GHG emissions. These effects are described as follows:

- When compared to existing or No Build conditions, the project will increase VMT within the project area during the peak travel periods because the increased capacity provided by the improvements will allow more vehicles to enter the area (i.e., more of the demand is met). Higher VMT translates into increased GHG emissions.
- When compared to existing/No Build conditions, the project will increase average speeds within the project area during peak travel periods because of the increased capacity to be provided by the improvements. When compared to congested conditions, the higher speeds translate into decreased GHG emissions.

The data in Table 26 indicates that although CO_2 emissions are projected to increase when comparing the future build conditions to the existing baseline conditions, overall as a result of the anticipated congestion reduction, emissions are expected to decrease when comparing the future No Build conditions to the future build conditions. It should be noted that this analysis only looks at changes within the project limits and not to regional transportation network where the changes in GHG emissions resulting from the project would be too small to evaluate. The CO_2 emissions numbers shown in Table 26 are only useful for a comparison between alternatives. The numbers are not necessarily an accurate reflection of what the true CO_2 emissions will be because CO_2 emissions are dependent on other factors that are not part of the model such as the fuel mix[17], rate of acceleration, and the aerodynamics and efficiency of the vehicles.

3.3.3 Construction Emissions

GHG emissions for transportation projects can be divided into those produced during construction and those produced during operations. Construction GHG emissions include emissions produced as a result of material processing, emissions produced by onsite construction equipment, and emissions arising from traffic delays due to construction. These emissions will be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases. In addition, with innovations such as longer pavement lives, improved traffic management plans, and changes in materials, the GHG emissions produced during construction can be mitigated to some degree by longer intervals between maintenance and rehabilitation events.

[17]EMFAC model emission rates are only for direct engine-out CO2 emissions, not the full fuel cycle; fuel cycle emission rates can vary dramatically depending on the amount of additives like ethanol and the source of the fuel components.

The project includes measures that will reduce GHG emissions during construction, including the following:

- A transportation management plan (TMP) will be prepared and implemented. Among other benefits, the TMP will reduce traffic congestion during construction.

- Unnecessary idling of internal combustion engines will be strictly prohibited.

3.3.4 CEQA Conclusion

Caltrans does not anticipate any increase in GHG emissions with the Project when compared to the future No-Build conditions. Nonetheless, Caltrans is taking further measures to help reduce energy consumption and GHG emissions. These measures are outlined in Table 27 in the following section. It is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a determination regarding the Project's direct impact and its contribution on the cumulative scale to climate change.

3.3.5 AB 32 Compliance

Caltrans continues to be actively involved on the Governor's Climate Action Team as CARB works to implement the Governor's Executive Orders and help achieve the targets set forth in AB 32. Many of the strategies Caltrans is using to help meet the targets in AB 32 come from the California Strategic Growth Plan, which is updated each year. Governor Arnold Schwarzenegger's Strategic Growth Plan calls for a $222 billion infrastructure improvement program to fortify the state's transportation system, education, housing, and waterways, including $100.7 billion in transportation funding during the next decade. As shown on the figure below, the Strategic Growth Plan targets a significant decrease in traffic congestion below today's level and a corresponding reduction in GHG emissions. The Strategic Growth Plan proposes to do this while accommodating growth in population and the economy. A suite of investment options has been created that combined together yield the promised reduction in congestion. The Strategic Growth Plan relies on a complete systems approach of a variety of strategies: system monitoring and evaluation, maintenance and preservation, smart land use and demand management, and operational improvements.

As part of the Climate Action Program at Caltrans (December 2006, http://www.dot.ca.gov/docs/ClimateReport.pdf), Caltrans is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. Caltrans is working closely with local jurisdictions on planning activities; however, Caltrans does not have local land use

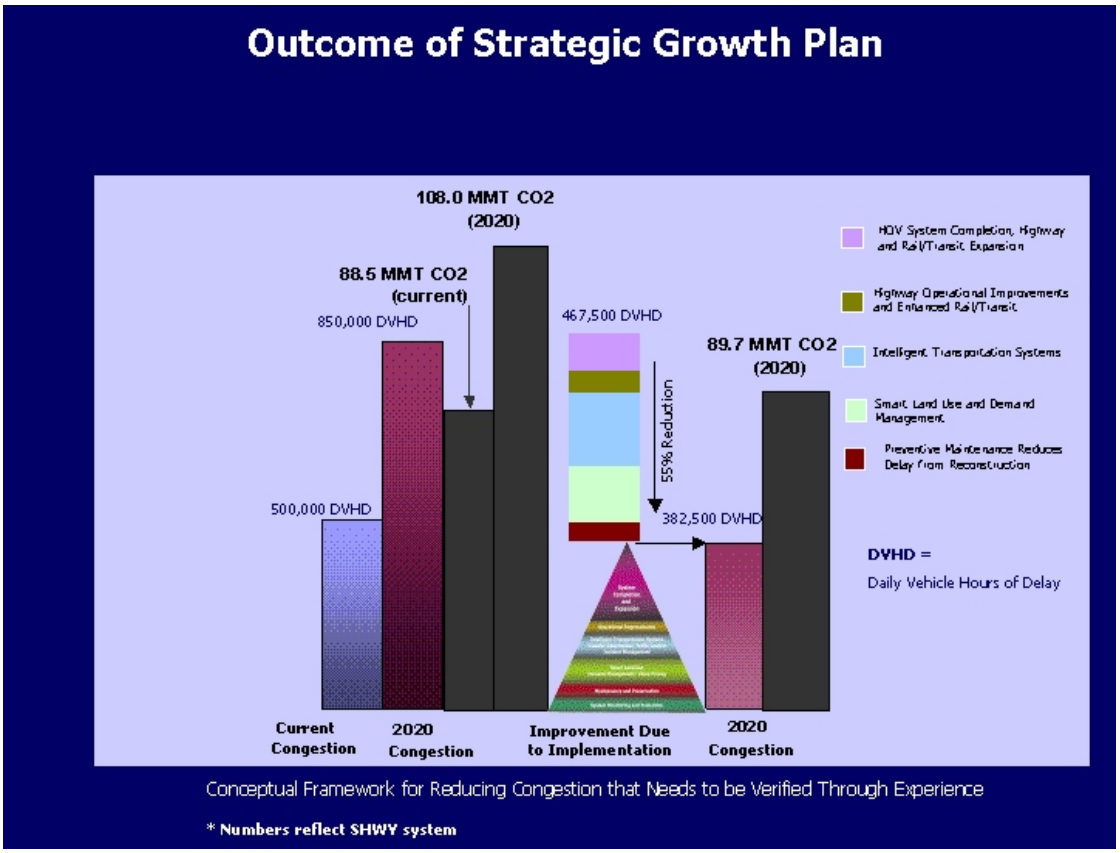


Figure 12 Outcome of Strategic Growth Plan

planning authority. Caltrans is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks; Caltrans is doing this by supporting on-going research efforts at universities, by supporting legislative efforts to increase fuel economy, and by its participation on the Climate Action Team. It is important to note, however, that the control of the fuel economy standards is held by EPA and CARB. Lastly, the use of alternative fuels is also being considered; the Department is participating in funding for alternative fuel research at the UC Davis.

Table 27 summarizes Caltrans' and statewide efforts that Caltrans is implementing in order to reduce GHG emissions. For more detailed information about each strategy, please see Climate Action Program at Caltrans (December 2006); it is available at http://www.dot.ca.gov/docs/ClimateReport.pdf.

To the extent that it is applicable or feasible for the project and through coordination with the project development team, the following measures will also be included in the project to reduce the GHG emissions and potential climate change impacts from the project:

TABLE 27

CLIMATE CHANGE STRATEGIES

Strategy	Program	Partnership		Method/Process	Estimated CO_2 Savings (Million Metric Tons)	
		Lead	Agency		2010	2020
Smart Land Use	Intergovern-mental Review	Caltrans	Local governments	Review and seek to mitigate develop-ment proposals	Not Estimated	Not Estimated
	Planning Grants	Caltrans	Local/Regional Agencies, other stakeholders	Competitive selection process	Not Estimated	Not Estimated
	Regional Plans & Blueprint Planning	Regional Agencies	Caltrans	Regional plans and application process	0.975	7.8
Operational Improvements & Intelligent Transportation System (ITS) Deployment	Strategic Growth Plan	Caltrans	Regions	State ITS; Congestion Management Plan	.007	2.17
Mainstream Energy & GHG into Plans & Projects	Office of Policy Analysis & Research; Division of Environment-al Analysis	Interdepartmental effort		Policy establishment, guidelines, technical assistance	Not Estimated	Not Estimated
Educational & Information Program	Office of Policy Analysis & Research	Interdepartmental, CalEPA, CARB, CEC		Analytical report, data collection, publication, workshops, outreach	Not Estimated	Not Estimated
Fleet Greening & Fuel Diversification	Division of Equipment	Department of General Services		Fleet Replacement B20 B100	0.0045	0.0065 0.45 .0225
Non-vehicular Conservation Measures	Energy Conservation Program	Green Action Team		Energy Conservation Opportunities	0.117	.34

TABLE 27 [continued]

CLIMATE CHANGE STRATEGIES

Strategy	Program	Partnership		Method/Process	Estimated CO_2 Savings (Million Metric Tons)	
		Lead	Agency		2010	2020
Portland Cement	Office of Rigid Pavement	Cement and Construction Industries		2.5% limestone cement mix 25% fly ash cement mix, >50% fly ash/slag mix	1.2 .36	3.6
Goods Movement	Office of Goods Movement	CalEPA, CARB, BT&H, MPOs		Goods Movement Action Plan	Not Estimated	Not Estimated
Total:					2.72	18.67

- Caltrans and the California Highway Patrol are working with regional agencies to implement intelligent transportation systems (ITS) to help manage the efficiency of the existing highway system. ITS is commonly referred to as electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.

- In addition, the VTA provides ridesharing services and park-and-ride facilities to help manage the growth in demand for highway capacity.

- Landscaping reduces surface warming, and through photosynthesis, decreases CO_2. The project proposes planting, as described in Section 2.7, *Visual/Aesthetics*

- The project will incorporate the use of energy efficient lighting, such as LED traffic signals. LED bulbs - or balls, in the stoplight vernacular - cost $60 to $70 apiece but last five to six years, compared to the one-year average lifespan of the incandescent bulbs previously used. The LED balls themselves consume 10 percent of the electricity of traditional lights, which will also help reduce the projects CO_2 emissions.

3.3.6 Adaptation Strategies

"Adaptation strategies" refer to how Caltrans and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels,

storm surges and intensity, and the frequency and intensity of wildfires. These changes may affect the transportation infrastructure in various ways, such as damaging roadbeds by longer periods of intense heat; increasing storm damage from flooding and erosion; and inundation from rising sea levels. These effects will vary by location and may, in the most extreme cases, require that a facility be relocated or redesigned. There may also be economic and strategic ramifications as a result of these types of impacts to the transportation infrastructure.

Climate change adaption must also involve the natural environment as well. Efforts are underway on a statewide-level to develop strategies to cope with impacts to habitat and biodiversity through planning and conservation. The results of these efforts will help California agencies plan and implement mitigation strategies for programs and projects.

On November 14, 2008, Governor Schwarzenegger signed Executive Order S-13-08 which directed a number of state agencies to address California's vulnerability to sea level rise caused by climate change.

The California Resources Agency (now the Natural Resources Agency, (Resources Agency)), through the interagency Climate Action Team, was directed to coordinate with local, regional, state and federal public and private entities to develop a state Climate Adaptation Strategy. The Climate Adaptation Strategy will summarize the best known science on climate change impacts to California, assess California's vulnerability to the identified impacts and then outline solutions that can be implemented within and across state agencies to promote resiliency.

As part of its development of the Climate Adaptation Strategy, Resources Agency was directed to request the National Academy of Science to prepare a Sea Level Rise Assessment Report by December 2010 to advise how California should plan for future sea level rise. The report is to include:

- relative sea level rise projections for California, taking into account coastal erosion rates, tidal impacts, El Niño and La Niña events, storm surge and land subsidence rates;
- the range of uncertainty in selected sea level rise projections;
- a synthesis of existing information on projected sea level rise impacts to state infrastructure (such as roads, public facilities and beaches), natural areas, and coastal and marine ecosystems;
- a discussion of future research needs regarding sea level rise for California.

Furthermore, Executive Order S-13-08 directed the Business, Transportation, and Housing Agency to prepare a report to assess vulnerability of transportation systems to sea level affecting safety, maintenance and operational improvements of the system and economy of the state. Caltrans continues to work on assessing the transportation system vulnerability to climate change, including the effect of sea level rise.

Prior to the release of the final *Sea Level Rise Assessment Report*, all state agencies that are planning to construct projects in areas vulnerable to future sea level rise were directed to consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability and, to the extent

feasible, reduce expected risks and increase resiliency to sea level rise. However, all projects that have filed a Notice of Preparation, and/or are programmed for construction funding the next five years (through 2013), or are routine maintenance projects as of the date of Executive Order S-13-08 may, but are not required to, consider these planning guidelines. Sea level rise estimates should also be used in conjunction with information regarding local uplift and subsidence, coastal erosion rates, predicted higher high water levels, storm surge and storm wave data. (Executive Order S-13-08 allows some exceptions to this planning requirement.) This project is exempt from these planning guidelines because it is programmed for construction funding before the end of 2013.

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is an active participant in the efforts being conducted as part of Governor's Schwarzenegger's Executive Order on Sea Level Rise and is mobilizing to be able to respond to the National Academy of Science report on Sea Level Rise Assessment which is due to be released by December 2010.

On August 3, 2009, Natural Resources Agency in cooperation and partnership with multiple state agencies, released the 2009 California Climate Adaptation Strategy Discussion Draft, which summarizes the best known science on climate change impacts in seven specific sectors and provides recommendations on how to manage against those threats. The release of the draft document set in motion a 45-day public comment period. Led by the California Natural Resources Agency, numerous other state agencies were involved in the creation of discussion draft, including Environmental Protection; Business, Transportation and Housing; Health and Human Services; and the Department of Agriculture. The discussion draft focuses on sectors that include: Public Health; Biodiversity and Habitat; Ocean and Coastal Resources; Water Management; Agriculture; Forestry; and Transportation and Energy Infrastructure. The strategy is in direct response to Gov. Schwarzenegger's November 2008 Executive Order S-13-08 that specifically asked the Natural Resources Agency to identify how state agencies can respond to rising temperatures, changing precipitation patterns, sea level rise, and extreme natural events. As data continues to be developed and collected, the state's adaptation strategy will be updated to reflect current findings. A revised version of the report was posted on the Natural Resource Agency website on December 2, 2009; it can be viewed at:
http://www.energy.ca.gov/2009publications/CNRA-1000-2009-027/CNRA-1000-2009-027-F.pdf

Currently, Caltrans is working to assess which transportation facilities are at greatest risk from climate change effects. However, without statewide planning scenarios for relative sea level rise and other climate change impacts, Caltrans has not been able to determine what change, if any, may be made to its design standards for its transportation facilities. Once statewide planning scenarios become available, the Caltrans will be able review its current design standards to determine what changes, if any, may be warranted in order to protect the transportation system from sea level rise.

This project is exempt from the requirements of Executive Order S-13-08 because it is programmed for construction funding from 2008 -2013.

3.4 MITIGATION MEASURES FOR SIGNIFICANT IMPACTS UNDER CEQA

Section 3.2.2 lists all of the significant environmental effects of the project. The following is a list of the mitigation, minimization, and/or avoidance measures that are included in the project for each of these significant impacts.

3.4.1 Mitigation Measures for Visual/Aesthetic Impacts

- A metal beam guardrail (or similar barrier) will be installed along the easterly edge of the ramp and collector-distributor road adjacent to the Pioneer Avenue/Hodges Avenue neighborhood. Trees will be preserved between the guardrail and the right-of-way line where feasible.

- At the location where the three single-family homes will be removed, a dense grove of fast growing evergreen trees such as redwood trees will be planted between the edge of Parkmoor Avenue and the soundwall and between the soundwall and the ramps to provide a dense visual screen. With maturity, the trees will screen both the soundwalls at the ground level with their broad lower branches and screen the ramps with their tall growth characteristics.

- Fast growing vines will be planted at the bases of the new soundwalls to grow up and cover the uniform surfaces of the walls to soften their appearance.

- Metal beam guardrails (or similar barrier) will be installed, where feasible, to preserve desirable trees and vegetation located within 30 feet of the edge of the outside traffic lanes of the freeways, such vegetation that would otherwise need to be removed to comply with requirements for an object free safety/recovery zone.

CHAPTER 4 COMMENTS AND COORDINATION

4.1 COORDINATION

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process to determine the scope of environmental documentation, the level of analysis, potential impacts and mitigation measures and related environmental requirements. Agency consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including: project development team meetings, interagency coordination meetings, a scoping meeting, presentations to neighborhood groups, and meetings with commercial and residential property owners. This chapter summarizes the results of the Department's and VTA's efforts to fully identify, address and resolve project-related issues through early and continuing coordination.

Substantial coordination, outreach, and public participation regarding the proposed project has occurred, which is summarized as follows:

>> A CEQA Notice of Preparation (NOP) of an EIR was circulated to local, regional, state, and federal agencies from January 13, 2009 through February 27, 2009. Only one comment, a letter from the Regional Water Quality Control Board (RWQCB) was received in response to the NOP. The RWQCB requested an analysis of stormwater runoff impacts, which is included in this EIR/EA in Section 2.9.

>> An Environmental Scoping Meeting was held at the O'Connor Hospital Auditorium on January 28, 2009. Approximately 12,500 notices for the Scoping Meeting were mailed to residences and businesses in the project area. Notices regarding the Scoping Meeting were published in 11 local newspapers (6 English, 3 Spanish, 1 Chinese, and 1 Vietnamese). In addition, the San Jose Mercury-News ran a large, front-page article regarding the proposed project two days prior to the Scoping Meeting, which resulted in increased attendance at the meeting.

The Scoping Meeting was attended by approximately 150 persons. A total of 91 written and verbal comments were submitted by those in attendance.

- Many of those in attendance expressed frustration at the level of congestion that is present in the project area and, therefore, are supportive of making improvements to the transportation network.
- A number of attendees questioned why the capacity of the transportation network had not been implemented (and paid for) as part of large development projects that have been constructed in the project area in recent years.
- Several attendees who live in the vicinity of Tisch Way expressed their concern that a portion of Tisch Way could become 1-way.
- A common theme expressed at the meeting was that any proposed improvements should not come at the expense of the adjacent residential neighborhoods, particularly with

regard to noise. In addition, residents do not want any of the improvements to result in increased traffic volumes in their neighborhoods.

>> The U.S. Fish & Wildlife Service was contacted to obtain a list of threatened and endangered species that are known to occur in the greater project area.

>> During the preparation of the project's cultural resources studies, the Native American Heritage Commission and eight representatives of local Native American groups were contacted for input. No concerns or issues were identified during that consultation process.

>> The project was presented to members of the Eden Neighborhood Association at a meeting held on March 10, 2009. The meeting was attended by approximately 20 persons.

>> The project was presented to members of the Lynhaven Neighborhood Association at a meeting held on April 16, 2009. The meeting was attended by approximately 15 persons.

>> The project was presented to members of the Burbank Community Association at meetings held on April 20, 2009 and on January 18, 2011. The first meeting was attended by approximately 10 persons and the second meeting was attended by approximately 12 persons. Several persons from the South Forest Neighborhood Association were also in attendance at the second meeting.

>> The project was presented to members of the Winchester Neighborhood Action Coalition at a meeting held on July 22, 2009. The meeting was attended by approximately 30 persons.

>> The project was presented to representatives of the owners/operators of the Westfield Valley Fair Shopping Center and Santana Row.

>> A Draft EIR/EA was circulated for public review and comment for a 60-day period (November 5, 2010 through January 3, 2011).[18] A public hearing was held at Castlemont Elementary School, which is located in the project vicinity, on December 8, 2010. The hearing was attended by more than 100 members of the public, 22 of whom provided oral testimony. In addition to the oral comments, 79 written comments on the Draft EIR/EA were received.

- Numerous comments stated that the level of information in the Draft EIR/EA pertaining to bicycle and pedestrian issues was insufficient. Many of these comments conveyed a message that the project should include additional improvements to facilitate bicycle and pedestrian travel in the area.

[18]The original closing date for receipt of comments was December 20, 2010, but that deadline was extended to January 3, 2011 at the request of various members of the public.

- The component of the original project that proposed a new off-ramp from northbound I-280 to Winchester Boulevard generated a substantial volume of comments and controversy. Of the total number of comments received, approximately half expressed a direct opinion regarding that component of the project. Four people expressed their opposition to any new off-ramp at Winchester, six people expressed their preference for no new off-ramp but indicated they could live with the Hook-Ramp Design Option (Alternative #29 in Table 5), and 28 people expressed their preference for the Hook-Ramp Design Option/opposition to the 5-Legged Intersection Design Option (Alternative #28 in Table 5). No comments in support of the 5-Legged Design Option were received.

  After reviewing all of the public input received, as well as the fact that the Department concluded that it could not approve the necessary exceptions to the standard highway design criteria for the Hook Ramp Design Option at this location, this component of the project was withdrawn from further consideration.

- During the circulation of the Draft EIR/EA, a soundwall survey was mailed to all property owners and residents whose parcels will be adjacent to the soundwalls that are proposed to be constructed as part of the project (see Section 2.13, *Noise*). Fifty-three surveys were mailed and 31 responses were received. Of the 31 responses, 26 (84%) were in favor of the soundwalls. In addition to these survey results, many of the 79 written comments on the Draft EIR/EA addressed the issue of soundwalls; among those comments, 100% were in favor of the construction of the proposed soundwalls.

>> The project was presented to VTA's Bicycle & Pedestrian Advisory Committee at its February 9, 2011 meeting.

>> A Revised & Recirculated Draft EIR/EA was made available for public review and comment for a 30-day period (April 18, 2011 through May 18, 2011).[19] A public hearing was held at Castlemont Elementary School on May 4, 2011. The hearing was attended by more than 40 members of the public, nine of whom provided oral testimony. In addition to the oral comments, 20 written comments on the Revised & Recirculated Draft EIR/EA were received. [*Note*: The Revised & Recirculated Draft EIR/EA replaced and superseded the November 2010 Draft EIR/EA in its entirety. Therefore, comments submitted on the November 2010 Draft EIR/EA were not responded to. A notice to this effect was sent to each agency, organization, and person that commented on the November 2010 Draft EIR/EA, as required by CEQA Guidelines § 15088.5.]

[19]The 30-day circulation period was approved by the State Clearinghouse (see Appendix J).

>> The VTA website (www.vta.org) contains an overview of the project, a project "FAQ", and information about the schedule for the project's approval and construction (including a listing of upcoming public meetings). The website also provides an opportunity for people to submit comments and questions regarding the project.

>> The project development team for the proposed project includes staff from the Department, VTA, and the City of San Jose. The City is a partner on the project and will be issuing encroachment permits to the Department/VTA for all work that extends onto City streets.

4.2 WRITTEN COMMENTS

As discussed in Section 4.1, the Revised & Recirculated Draft EIR/EA was made available for public review and comment from April 18, 2011 to May 18, 2011. The list of the written comments received, including the page on which the response(s) to the comment begins, is shown below. A copy of each comment is contained in Appendix H.

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RESPONSES TO WRITTEN COMMENT #1: CALIFORNIA STATE CLEARINGHOUSE

Comment 1-A The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on May 17, 2011, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

RESPONSES TO WRITTEN COMMENT #2: SANTA CLARA VALLEY WATER DISTRICT

Comment 2-A The District's 66-inch diameter Central Pipeline, a high pressure raw water pipeline, is located under I-280 east of the MacArthur Avenue overcrossing and continues within MacArthur Avenue to the north and south. The proposed project improvements appear to cross the District's Central Pipeline. In accordance with the District's Water Resources Protection Ordinance, work crossing over or adjacent to a District facility is subject to review and issuance of a District permit. District staff sent plans for the pipeline to Mark Thomas and Co. in May 2010.

Table 4 on page 34 identifies the permits and approvals needed for the project. The District needs to be listed in Table 4 because a District permit will be required for the work crossing over the Central Pipeline.

On page 117, section 2.16.5, Noise and Vibration Effects During Construction, discusses noise effects, and notes the anticipation of pile driving during construction. However, the discussion does not address the potential impact of ground vibration from activities such as pile driving on underground utilities, including the District's Central Pipeline and appropriate mitigation measures.

Response 2-A The Department and VTA are aware of the Central Pipeline. During final design, potholing will occur to determine the exact location and depth of the Pipeline. Once the exact location is determined, the final design of the project will be undertaken so as to avoid impacts, both direct and indirect, to this facility. Avoidance of indirect impacts (i.e., vibration from pile driving) will be accomplished through design or construction techniques or a combination of both. It is acknowledged that a permit from the District will be required for work adjacent to the Central Pipeline. Table 4 has been modified to include this requirement.

Comment 2-B Please forward a copy of the Final EIR and plans for the improvements over the District's Central Pipeline when available.

Response 2-B Both the Final EIR/EA and the project plans at the location of the Central Pipeline will be provided to the District.

RESPONSES TO WRITTEN COMMENT #3: SIERRA CLUB, SAN JOSE COOL CITIES TEAM

Comment 3-A Thank you for providing the opportunity for public comment regarding the 280/880/Stevens Creek project. We would like to promote creating a safe, Complete Street approach that will benefit both the surrounding neighborhood and community at large.

There are several aspects of the plan that we feel are on the right track:

- Bike lanes along San Carlos and Stevens Creek
- Wide sidewalks along Stevens Creek
- Planning for the possibility of a future Bus Rapid Transit route
- Signals that detect bicycles

In order to further promote safe, Complete Streets, we suggest:

- Using green-colored bicycle lanes, especially in busy areas such as the Stevens Creek bridge
- Having bicycle sharrows in all areas not designated to have a bicycle lane

We would like these changes in order to promote Envision San Jose 2040 Community Value of having an interconnected community as well as the Mayor's Green Vision: Goal 10 of having 400 miles of on-street bikeways. The above changes will promote bicycling and help reduce traffic congestion as well as greenhouse gas emissions.

Response 3-A Green-colored bike lanes is a design detail that will be considered during final design. It should be noted that green-colored bike lanes are still considered experimental in the California Manual on Uniform Traffic Control Devices. Approval to experiment must be granted by the Federal Highway Administration.

The project will construct bike lanes on Stevens Creek Boulevard within the full project limits (i.e., between Monroe Street on the west and Di Salvo Avenue on the east). Therefore, sharrows will not be necessary. [Note: A "sharrow" refers to a lane that is marked for shared use by both vehicles and bicycles. It is used in locations where there is insufficient room for both a vehicular travel lane and a bike lane.]

RESPONSES TO WRITTEN COMMENT #4: SILICON VALLEY BICYCLE COALITION

Comment 4-A The feedback provided in this letter supports the following statements from the Purpose and Need section in the Summary of the DEIR/EA by reducing motorized transit and increasing non-motorized (bicycling and walking) transit:

- Improve operations and safety on the freeways and local roadways in the vicinity of the closely-spaced I-880/Stevens Creek Boulevard and SR-17/I-280/I-880 interchanges.
- Improve traffic circulation between the I-280/I-880 freeway corridors and the land uses that are located in the vicinity of these interchanges, including residential neighborhoods in the Cities of San Jose and Santa Clara, several major shopping centers and retail corridors, and two hospitals.
- Reduce traffic congestion and delay in the project area.

Comments on bicycle facilities included in the Revised DEIR/EA: We appreciate that the Revised DEIR/EA incorporates bicycle and pedestrian improvements: Specifically for bicycles, the incorporation of a Class II bike lane on Stevens Creek Blvd between Di Salvo St. and Monroe St; traffic control of vehicular right-turn movements from the off-ramps and onto the on-ramps; bicycle loop detectors; and warning signage.

Since this is such a high traffic area we also request that consideration be given to green-colored bicycle lanes, particularly considering that bike lanes will be to the left of the right-turn lanes.

Response 4-A Green-colored bike lanes is a design detail that will be considered during final design. It should be noted that green-colored bike lanes are still considered experimental in the California Manual on Uniform Traffic Control Devices and its use must be approved by the Federal Highway Administration.

Comment 4-B Comments on bicycle facilities not included in the Revised DEIR/EA: It appears that the area under study has diminished considerably in scope. Other designated arterial streets previously within the project area are Moorpark Avenue, Forest Avenue, North Monroe Street, and Winchester Blvd. Installing a bike lane and other bicycle facilities on a portion of Stevens Creek Blvd. is commendable. However, most of Stevens Creek Blvd, including the heavily traveled section between Monroe and Winchester, as well as San Carlos Ave. east of Di Salvo will apparently remain unchanged. While this is a great beginning, there is a huge need to consider connecting bicycle facilities in surrounding streets. Making the area really accessible to bicyclists will also reduce traffic pressures and help meet the goal of reducing traffic congestion. To this end it is important that the bicycle lanes be extended east and west of the project area on San Carlos and Stevens Creek Blvd.

Response 4-B Extending the bike lanes west of Monroe Street and east of Di Salvo Avenue is beyond the project limits and is outside of the Department's jurisdiction. Such extensions would be within the jurisdiction of the City of San Jose. Therefore, the City of San Jose should be contacted regarding these bicycle facility improvements.

Comment 4-C We would also like to repeat some suggestions made regarding the surrounding streets in our comments on the earlier DEIR:

Other improvements that would allow this project to provide safe and convenient non-motorized transit in the area and help to mitigate the negative environmental motorized traffic impacts are:

Provide bike facility improvements along Monroe between Forest and Williams. This includes the to-be-reconstructed non-motorized facility under and over 1-280.

- Construct a bikeway on Monroe between Forest and Tisch (across Stevens Creek).
- Between Forest and Stevens Creek constructing a two-way separated bikeway on the east side of Monroe would be preferred to avoid turning conflicts in and out of Valley Fair parking lots. Attention must be given to the ability to safely transition to/from this separated bikeway at the intersections of Forest and Stevens Creek.
- Note that signage currently exists at the entrance to Tisch from Winchester and at the entrance to S. Monroe from Stevens Creek which indicates the road as a bike route leading to a bridge over Highway 280. This signage should remain and consideration should be given to adding additional signage with the addition of bike facilities along this route.

The above improvements are in alignment with San Jose's 2020 bike plan to provide a continuous bikeway along Monroe. Refer to Table 6 in the bike plan starting on page 6 of 14: Monroe from Newhall to Tisch, class II bikeway; Monroe from Moorpark to Ori, class III bikeway; and connectivity to Moorpark from Williams to College, class II bikeway.

Response 4-C

The improvements listed in this comment are beyond the project limits and are outside of the Department's jurisdiction. As noted in this comment and in Section 2.6.2.3, these improvements are listed in the *San Jose Bike Plan 2020* and the *Santa Clara Countywide Bicycle Plan*, but their implementation will be the responsibility of the local cities.

This comment references the reconstruction of the Monroe Street pedestrian overcrossing of I-280. Please note that the reconstruction of this structure was removed from the project as part of the deletion of the new off-ramp from Northbound I-280 to Winchester Boulevard.

Comment 4-D

Provide bike facility improvements along MacArthur between Moorpark and Stevens Creek, then across Stevens Creek and along Bellerose to Forest.

- Currently the best way to cross Moorpark in the MacArthur area is to use Pfeiffer. There's a light at Pfeiffer and Moorpark, allowing for

continuing south on Thornton. This signalized intersection should be evaluated for bike improvements.

- MacArthur is not currently bike friendly due being narrow with parking on both sides. Consideration should be given to installation of sharrows and traffic calming along MacArthur if it is not viable to remove on-street parking to allow for bike lanes.
- North of Stevens Creek, Bellerose Drive provides connectivity to Forest. Bellerose is currently not bike friendly due to being narrow with parking on both sides. Consideration should be given to installation of sharrows and traffic calming along MacArthur if it is not viable to remove on-street parking to allow for bike lanes.
- Currently the Forest/Bellerose intersection is not signalized which poses significant challenges due to the traffic along Forest. Consideration should be given to adding signals at this intersection.

Response 4-D The improvements listed in this comment are beyond the project limits and are outside of the Department's jurisdiction. Local jurisdictions should be contacted regarding these bicycle facility improvements.

Comment 4-E Construct a bicycle/pedestrian overcrossing of Stevens Creek at Valley Fair. Although the DIER states that this improvement is no longer being considered, we would like it to be reconsidered and evaluated in terms of improving motivation for non-motorized transit in the area.

Response 4-E As described in Table 5, construction of a pedestrian overcrossing between Santana Row and Valley Fair was investigated to determine whether it would reduce traffic congestion on Stevens Creek Boulevard. The investigation concluded that the overcrossing would result in negligible benefit to traffic flow on Stevens Creek because high volumes on side streets preclude shortening the "green time" for the side streets.

Comment 4-F Great potential exists for providing non-motorized transit facility improvements through the area of this project that will:

- Improve connectivity into downtown San Jose and neighboring cities such as Santa Clara.
- Improve access through the residential neighborhoods, and to schools, medical facilities, shopping centers and retail corridors in this area.
- Reduce the operational and safety problems that result from very high traffic demands.
- Reduce traffic congestion in the project area.
- Improve the general livability of this project area and the surrounding areas as connectivity will be improved through this area.

Response 4-F The Department believes that the project, as currently designed, includes substantial improvements that will benefit non-motorized traffic. The Department acknowledges and supports the planned bicycle and pedestrian improvements that are contained in various plans of the local jurisdictions, but such improvements are outside of the Department's jurisdiction.

RESPONSES TO WRITTEN COMMENT #5: PACIFIC GAS & ELECTRIC COMPANY

Comment 5-A Information provided in the EIR/EA did not specifically indicate the direct impacts on our gas and electric facilities. However, since PG&E has an obligation to provide the public with a reliable and safe energy supply as mandated by the California Public Utilities Commission (CPUC) and to comply with the guidelines outlined in General Orders 95 and 112, PG&E should be consulted during the development of the plan to ensure that the capacity, operational and maintenance requirements for its gas and electric facilities are taken into consideration prior to approval of the final plan.

Early involvement will allow us to assess cumulative impacts to our systems and to identify facilities that may need to be installed, relocated and or realigned as a result of the proposed general plan revision. Because engineering and construction of our facilities may require long lead times, we encourage you to consult with us during the initial stages of your planning process.

We would like to note that expansion of utility facilities is a necessary consequence of growth and development. As development occurs, the cumulative impacts of new energy load growth use up available capacity in the utility system. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substations and building new substations and interconnecting transmission line. Comparable upgrades or additions would be required for our gas system as well. Environmental impacts associated with new and or relocated gas or electric facilities as a result of the proposed project should be fully addressed in the final EIR and, if appropriate, mitigation measures to minimize or eliminate such impacts should be incorporated into the document as well.

PG&E owns and operates gas and electric distribution/transmission facilities which are located within or near the proposed project area. To promote the safe

and reliable maintenance and operation of these utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

Response 5-A The proposed project is limited to modifications to existing freeway interchanges. No new development is proposed as part of the project and, therefore, the project will not result in an increased demand for electricity or gas. The project will, however, include construction activities that will require relocations of various utility lines, including those owned by PG&E. As is standard procedure, the Department and VTA will coordinate with PG&E during final design to ensure that all utility-related issues are satisfactorily addressed.

RESPONSES TO WRITTEN COMMENT #6: LAWRENCE LOWELL AMES

Comment 6-A Thank you for sending me the CD with the "Revised and Re-Circulated" Draft EIR on the "Improvements at SR-17/I-280/I-880 Interchange and I-880/Stevens Creek Boulevard Interchange". I have updated my comments of Dec. 29, 2010, to reflect the change in scope - the removal of the consideration of a Winchester off-ramp, and to include some additional concerns and recommendations. Speaking as an individual who has lived with the 280/880 mess for several decades now, I say "thank you!" and also "it's about time!"

The 280/880/17/Stevens Creek interchange in central San Jose has long been in need of improvement. Northbound (NB) I-280 is *seven* (!) lanes wide at that point: the leftmost one is a carpool lane, lanes 2 and 3 are through-traffic northbound, lane 4 basically dead-ends shortly, lane 5 now goes to both NB I-880 and Stevens Creek Blvd., and lanes 6 and 7 connect to SB-17 (the

continuation of SB I-880). As your traffic analysis has shown, the main problem is that traffic to the Westfield Valley Fair and Santana Row shopping centers backs up Stevens Creek, which backs up onto the exit ramp, which in turn backs up lane 5 of NB I-280, sometimes for a mile or more. This creates a very hazardous situation: traffic on the freeway is at a standstill while traffic is whizzing by at 60+ mph on either side. Additionally, drivers entering NB 280 from Bascom/Leigh have to cross through the stopped traffic to enter the main roadway, and also some drivers wishing to go to NB 880 or Stevens Creek are unaware that they need to be in lane 5 and end up stopping lane 4 while trying to squeeze in.

The proposal to create a new off-ramp to NB 880 from the SB-17 flyover, basically making lane 7 go directly to NB 880, will separate the freeway-to-freeway traffic from the local shopping center traffic. The proposal to replace the 50-year-old cloverleaf at Stevens Creek with a modified diamond with a generous amount of stacking room should help with the backup on NB-280. And I like the proposal to have a direct connection from SB 880 to NB Monroe: this will allow some drivers to Valley Fair to avoid the congested intersection at Stevens Creek.

My main concern is that the study area did not extend far enough eastward, and that the on-ramp from Bascom/Leland to NB-280 wasn't considered in this draft EIR. As can be seen in Fig. 1, the Bascom/Leland on-ramp doesn't really "merge" with the main NB-280 traffic, but rather exists as the 7th lane of the freeway for only about an eighth of a mile before peeling off to become SB-17. This has always been a "challenging" on-ramp to use, since if one didn't want to go to SB-17, one had to get up to freeway speeds and cross lane 6 (also going to SB-17), lane-5 (to Stevens Creek and NB-880), and get into lane-4 (which then finally merges into the main NB-280 traffic). While tricky, this has been doable since the traffic exiting NB-280 didn't really care if they were in lane-6 or lane-7 (they both went the same way), and the on-ramp users had "only" to cross one lane of exiting traffic at a time.

If the proposed direct-connection ramp from NB-280 to NB-880 is built as planned, then the NB-280 lane-7 becomes the exit-only lane to NB-880 and lane-6 becomes the exit-only lane to SB-17. Travelers on NB-280 wanting to go to NB-880 will have to cross over to lane-7 in that short 1/8 mile section where it exists: they can't preposition themselves well in advance in the proper lane as they can now. And travelers from Bascom/Leland will now have cross exiting traffic for both SB-17 and NB-880 at once, effectively weaving across twice as much traffic.

The Bascom/Leland on-ramp to NB-280 is important and serves a large area (the Burbank and Buena Vista neighborhoods) as well as a large traffic generator (San Jose City College) and a major arterial (Bascom Avenue) - see Fig. 2. The ramp is quite close to the next ramp up-stream at Menker, which also is quite well-used, serving Willow Glen (Lincoln Ave.) and Mid-Town (SB Meridian). However, it is not practical to simply close the Bascom/Leland on-ramp and use the nearby Menker on-ramp since there is no access across I-280 to get to it. (For example, NB traffic from City College would have to get onto SB-280, loop off onto NB Meridian and then immediate loop again to go NB on 280.)

Perhaps a solution might be to close both the Leland and Menker on-ramps and to construct a single on-ramp midway between them from Leigh. The advantage would be that it would provide an additional three blocks of merge/weave space; the disadvantages include the cost of reconstruction, the added travel distance for the Bascom users, and the heavier traffic on the combined on-ramp.

Response 6-A

The study area extended to the east of the SR-17/I-880/I-280 interchange. The project studied the alternative of closing the two on-ramps from Menker Avenue and Leland Avenue and constructing a new on-ramp at Leigh Avenue. The alternative was not carried forward because, while it would provide additional weaving length, the weaving condition is not anticipated to improve as more traffic would be on the single on-ramp. More importantly, it is not anticipated to improve the congestion at the I-880/Stevens Creek Boulevard interchange, thus not meeting the purpose and need of the project. Additionally, it would require the replacement of the Leland Avenue overcrossing structure to accommodate the additional lane, impact local street circulation, and have significant traffic impacts during construction.

The proposed project will not significantly change the weaving situation on northbound I-280 between the SR-17 off-ramp and the Leland Avenue on-ramp. The current and future lane configurations on northbound I-280 are described in the table on the following page

For vehicles entering at the Leland Avenue on-ramp, the project does not change the weaving needed to continue on northbound I-280, to exit to Stevens Creek, or to exit to southbound SR-17. To get to the northbound I-280 lanes from lane 7, vehicles will still cross the exit lanes to northbound I-880, Stevens Creek, and southbound SR-17 to move into lane 4. To get to the Stevens Creek exit, vehicles will still cross the exit lane to southbound SR-17 to move into lane 5. To get to the exit to southbound SR-17, vehicles will still stay in lane 7. For vehicles entering at the Leland Avenue on-ramp and connecting to northbound

Lane # (from the left)	Current Lane Destination	Lanes Destination with the Project
1	Carpool/Northbound I-280	Carpool/Northbound I-280
2	Northbound I-280	Northbound I-280
3	Northbound I-280	Northbound I-280
4	Northbound I-280/ends	Northbound I-280/ends
5	Exit to Northbound I-880 & Stevens Creek	Exit to Stevens Creek (becomes 2 lanes after exit from I-280)
6	Exit to Southbound SR-17	Exit to Southbound SR-17
7 (Leland Ave. On-ramp)	Exit to Southbound SR-17	Exit to Southbound SR-17 & north-bound I-880 (Direct connector ramp to northbound I-880 splits off lane 7 after the exit from I-280. Vehicles in this lane can go either way.)

I-880, weaving will be eliminated as vehicles will stay in lane 7 then take the direct connector to I-880. For vehicles on northbound I-280, the project does not change the weaving needed to exit at Stevens Creek or to southbound SR-17. To exit to northbound I-880, vehicles in lane 4 will move to lane 7. This movement will be offset by the elimination of the weaving by vehicles entering at Leland Avenue and exiting to northbound I-880.

Comment 6-B As I said at the Dec. 8th meeting, I recommend widening the SB-880→280 exit ramp to two lanes (in red on Fig. 3). There is adequate clearance under the existing bridges: it just needs a little pavement and some striping. This exit ramp serves both NB 280 and SB 280. Sometimes one or the other directions on 280 will back up, and then the single-lane SB 880 exit ramp also backs up, preventing drivers going in the other direction from reaching the uncongested side of 280. If the exit ramp were widened, then drivers could access the uncongested direction on the freeway, even while traffic is backed up in the other lane trying to access the backed-up direction.

Response 6-B Widening to a 2-lane exit at the southbound I-880 to I-280 connection requires adding a 2,500-foot-long auxiliary lane prior to the exit per the Department's highway design standards. The auxiliary lane would begin just north of the Stevens Creek Boulevard overcrossing of I-880. There is not adequate space under the I-880/Stevens Creek Boulevard overcrossing to add the auxiliary lane.

Comment 6-C At the Dec. 8th hearing, others asked about Stevens Creek to NB-280 access: I think that would be a great idea! As shown in blue on Fig. 3, this might be accomplished in a couple different ways: (A) from the left side of the on-ramp, with a short diagonal over to the SB exit ramp (before the NB/SB split), or (B) from the right side of the on-ramp: a short diagonal to the NB-280 ramp after the split.

In reading the "Revised and Re-Circulated Draft Environmental Impact Report/Environmental Assessment" on the CD I was sent, it appears that you may have considered the latter (Option 30 in Table 5) and determined that it would be necessary to acquire properties and to shift Daniel Way. However, would this be needed if the ramp to NB-280 were to take off from the left lane of the Stevens Creek on-ramp? And, regarding the extra traffic on the on-ramp: the traffic will be getting onto NB 280 somewhere anyhow: if not here, then it will go on Stevens Creek (in front of Valley Fair and Santa Row), turn left (south) on Winchester, and then get on NB-280. It would seem better to get the traffic off local streets as early as practical.

Response 6-C As part of the alternatives considered and evaluated for the project, Options A and B were studied. Option A, the northerly connection to the southbound I-880 connector to northbound I-280, would require the construction of another lane on the southbound I-880 connector to I-280, which would then require the replacement of the existing Southbound Collector Overcrossing to accommodate the additional lane. (The southbound collector-distributor road is the connector from Stevens Creek Boulevard to southbound SR-17 and southbound I-280. It includes a bridge structure, referred to as the Southbound Collector Overcrossing, over the southbound I-880 to northbound I-280 connector.) To replace the existing bridge, a temporary bridge would be required because there is insufficient space to offset the new bridge and the replacement bridge would have to be constructed in the location of the current bridge. Furthermore, to meet current design standards, the new bridge would be higher and wider and create more visual and noise impacts. Decision sight distance and weaving distance would be inadequate especially for traffic from Stevens Creek going to southbound SR-17 or southbound I-280 that would have to weave through traffic going from southbound I-880 to northbound I-280. Option B, the southerly connection to the southbound I-880 connector to northbound I-280, would require the shifting of South Daniel Way to the west and the acquisition of five residences. Both options would add more vehicles to and increase the congestion on the existing connector from southbound I-880 to northbound I-280.

Comment 6-D I would like to ask about the possibility of a direct SB-280-to-Stevens Creek ramp. Presently, traffic from SB-280 to Valley Fair has to exit at Winchester with a left turn on Moorpark, another left on Winchester, go past the side of Santana Row and the movie theaters on Winchester, and then finally turn right on Stevens Creek. I wonder if it might be possible to have a direct SB-280 exit, as shown in hot-pink in Fig. 3: split off just past the SB-280→NB-880 flyover and then ramp down the embankment to the new Stevens Creek stacking lanes, while the new NB-280→NB-880 ramp passes overhead. It may be tricky to get adequate overhead clearance, but, if such a connection could be constructed, it would really help to get traffic around the congested Winchester/Stevens Creek intersection.

Response 6-D With very limited space in this area and the vertical constraints of the existing Stevens Creek Boulevard overcrossing and the direct connector from southbound I-280 to northbound I-880, a slip ramp connection from the southbound I-280 to northbound I-880 connector to Stevens Creek Boulevard would preclude the construction of the direct connector from northbound I-280 to northbound I-880, one of the two major components of the project. The traffic studies also concluded that creating a connector to Stevens Creek Boulevard would add more vehicles to the already congested interchange, making the congestion worse.

Comment 6-E Finally, while it may now be outside the scope of the "revised and re-circulated" EIR, I would like to address improving bicycle access in the vicinity. My family and I routinely bike to Valley Fair, in large part because of traffic congestion on I-280 (!) and also because it is so challenging to find parking at the centers - and we do come back with purchases: bungeed to the racks or carried in sacks. (We even bought a sofa by bike: it had to be retrieved from the warehouse the next day anyway, and so our being on bike didn't impact the purchasing.) At the Dec. 8th hearing, after expressing my appreciation, I also suggested that CalTrans work on the design with the bicycling community. I'm afraid that CalTrans has in the past shown that it doesn't always understand bicycling issues, as illustrated by the multiple hazards in the existing bike access route (see Fig. 4). Some of the hazards could easily be remedied, and I hope they might be included as part of this project.

Response 6-E Bicycle and pedestrian improvements are limited to the project limits and the Department's jurisdiction, which consists of Stevens Creek Boulevard between Di Salvo Avenue on the east and Monroe Street on the west. Local jurisdictions should be contacted regarding additional bicycle facility improvements.

RESPONSES TO WRITTEN COMMENT #7: JACK ARMIJOS

Comment 7-A Comment: I like, very much, the planned changes to the 880/Stevens Creek interchange. Suggestion: Instead of building an expensive 280-NB to 880-NB Direct Connector, why not do a cheap "remodel" of the two existing lanes, to allow for traffic coming off of 280 Northbound to merge with traffic on the existing 280 Southbound-to-880 Northbound connector (see yellow bubble in the attached picture)? Doing this would be easy, save money, create the 280-NB to 880-NB connection intended, and give CALTRANS/VTA a chance to actually measure how much traffic would use/benefit from a direct connector there. Such connector could still be built later (if deemed necessary).

Response 7-A While this alternative eliminates two of the weaving conflicts that occur within the northbound portion of the interchange, the most critical conflict remains: traffic going from northbound I-280 to northbound I-880 conflicting with traffic going from northbound SR-17 to the Stevens Creek Boulevard off-ramp. This alternative would not eliminate the weaving conflicts created by vehicles from northbound I-280 on the right moving to the left to get to northbound I-880 and vehicles from northbound SR-17 on the left moving to the right to exit to Stevens Creek. The already inadequate weaving distance would be shortened to accommodate the tie-in to the southbound I-280 to northbound I-880 connector by approximately 150 feet. Motorists from northbound I-280 going to northbound I-880 would need to weave over 2 lanes in less than 400 feet to go onto northbound I-880. (Note: The projected traffic volumes for the northbound I-280 to Stevens Creek and northbound I-880 off-ramp require that the off-ramp be widened to 2 lanes.) The added traffic and shortened weaving length would aggravate the backup conditions on the ramps to northbound I-880 and Stevens Creek and on northbound I-280.

RESPONSES TO WRITTEN COMMENT #8: SUSAN BRADLEY

Comment 8-A Dear Folks at Caltrans, You say that you are going to put one pedestrian signal on one on-ramp on Stevens Creek where it crosses over Highway 17. This will be a start, but for pedestrian safety, there needs to be a pedestrian signal at each freeway on-ramp and freeway off-ramp that starts or ends at the Stevens Creek overpass. Please realize that pedestrians cannot be assured of safely crossing all of the on-ramps and off-ramps unless there are pedestrian signal lights at EACH of them. The problem for pedestrians now is that there is only one signal light

on one off-ramp, and all of the other off-ramps and on-ramps are dangerous to cross. Please do not repeat this error. Please put pedestrian signal lights at ALL of the on-ramps and off-ramps! Thank you!

Response 8-A The modification of the I-880/Stevens Creek interchange configuration from the current full cloverleaf design will make Stevens Creek Boulevard more pedestrian/bike friendly by removing free vehicular right-turn movements from the off-ramps and onto the on-ramps. Under the proposed configuration, all right-turn movements will be controlled by traffic signals. For additional bicycle and pedestrian improvements, please see Section 1.3.1.4.

RESPONSES TO WRITTEN COMMENT #9: KAREN BUTLER

Comment 9-A Looking for noise abatement, increase in planting noise absorbing foliage, ensure traffic management during and after construction. Please consider low noise pavement materials in all sections - new & old.

Response 9-A Soundwalls will be constructed as part of the project; see Section 2.13.5 for details. Replacement planting is included in the project, but not for noise abatement purposes. Landscaping has been shown to have minimal noise-reducing properties because it is typically not dense enough to effectively block noise.

The Department's policy encourages the use of a pavement surface known as Rubberized Hot Mix Asphalt (RHMA) at locations that have appropriate climate, geotechnical and traffic characteristics. RHMA pavement surface has been approved by the Department as a "quiet pavement strategy" based on research data collected throughout the state and nationally. For the proposed project, RHMA will be utilized for all new pavement. In addition, as a separate project, the Department will be resurfacing I-880 from Old Bayshore Highway to I-280 with RHMA; that project is scheduled to commence in June 2011.

RESPONSES TO WRITTEN COMMENT #10: PAMELA DU MOND

Comment 10-A Nothing addressed the nightmare of Santana Row. They keep building and have no responsibility for road improvements due to their traffic. From the very beginning they had no culpability to ease traffic flow. It shows what money can

buy. The southbound lane off Stevens Creek to south 17 was widened a few dozen feet to the tune of tens of thousands of dollars and proved nothing!

Response 10-A The Santana Row project was approved by the City of San Jose in March 2000. As part of that approval, the City required the developer to fund and implement the following traffic improvements:

- Stevens Creek/Monroe: Addition of 4th eastbound lane to Stevens Creek and addition of 2nd lane to I-280/I-880 southbound on-ramp. Those improvements required the widening of Stevens Creek Boulevard and the I-280 and I-880 on-ramp.
- Winchester/Moorpark: Addition of 2nd left-turn lanes to both the east and west approaches of the intersection and a realignment of the median on the north approach. Those improvements required the widening of Moorpark Avenue.
- Winchester/Olin: Construction of double left-turn lanes on the north approach of the intersection.
- Winchester/Olsen: Construction of double left-turn lanes on the north approach of the intersection.

RESPONSES TO WRITTEN COMMENT #11: HECTOR GUZMAN, JR.

Comment 11-A The meeting I attended with my wife was rather confusing. The postcard said to arrive at the library, but the VTA spokesperson said to the cafeteria. They should of better clarified to the people the exact location, not of change their minds the day of the scheduled meeting. We arrived early just to see where it was being held.

Response 11-A The announcements and flyers for the public hearing incorrectly listed the meeting location as Castlemont School's library instead of the cafeteria. The Department and VTA staff attempted to minimize any inconvenience caused by this error by posting signs around the school campus that directed attendees to the correct room. The Department apologizes for the confusion

Comment 11-B The plan of widening the S/C bridge was a good idea because it has been a problem with S/C Blvd. traveling eastbound to westbound. It has created a bottleneck of traffic below the (on-ramp to) NB 880. The direct connector of I-280 hopefully will alleviate some of the congestion of vehicles as well as pedestrian and bicycle traffic. My wife and I had tried to walk to Santana Row Shopping Center to get to Westfield's Shopping Center on Friday and Saturday,

also Sundays. I was almost run over by a vehicle one night just trying to cross S/C Blvd. They needed to provide a light and enough time to cross the street. Luckily, I did not get hit when we had walked over in this area.

Response 11-B Along Stevens Creek Boulevard, between Di Salvo Avenue and Monroe Street, the project includes improvements for both pedestrians and bicyclists. Please see Section 1.3.1.4 for descriptions of those improvements.

Comment 11-C Also, how was Caltrans going to come up with additional funding for this project? I believe that Westfield's ownership should pay more for this project since they get all the proceeds of sales tax from the customers who shop at their business and also that Santana Row should equal pay more for this project as well the total cost of the project is $64.6 million and VTA contributed $54.2 million. There is a $10.4 million shortfall. How is VTA going to get the funding for the western half of the interchange?

Response 11-C There are various federal, state, and local programs that are potential funding sources for the current $10 million shortfall. The challenge is to garner those funds at a time when all levels of government are experiencing shortfalls and there is a long list of projects competing for those funds.

Comment 11-D Also there should be some schedule or timeline when this project should start and end. The cost is an important question and how are the funds going to be allotted. It will provide needed jobs.

Response 11-D Construction of the project is scheduled to commence in late 2012 and the duration of construction will be approximately two years. As it gets closer to late 2012, this schedule will be refined and more details on project funding will be provided to the public via VTA's website (www.vta.org). The schedule will include information as to the time frames of when various construction activities will take place.

RESPONSES TO WRITTEN COMMENT #12: STEVE HANWAY

Comment 12-A Traffic on Bellerose Drive between Stevens Creek and Forest will become "cut thru" increasing traffic in this residential area. What actions will be taken to monitor traffic flow and patrol this street for traffic control (speeding cars) during construction phase?

Response 12-A The "cut thru traffic on Bellerose" was a concern raised by residents at the project's scoping meeting that was held on January 28, 2009. This issue was subsequently investigated during the preparation of the traffic studies and it was determined that there would be no long-term increase in cut-thru traffic resulting from implementation of this project. This conclusion is based on the fact that 1) the project will not change local traffic patterns since freeway access will not change, and 2) the project will not result in increased congestion on Stevens Creek such that drivers will use Bellerose Drive in an attempt to avoid it.

Prior to construction, a Traffic Management Plan (TMP) will be prepared to address all traffic-related aspects of construction. A component of the TMP will include notices to the community regarding construction activities and schedules. Such notices will contain the names and phone numbers of persons to contact in the event of questions and concerns. Concerns regarding traffic enforcement issues (e.g., speeding) should be directed to the San Jose Police Department at (408) 277-8900.

RESPONSES TO WRITTEN COMMENT #13: JAMES & JUDITH HARVEY

Comment 13-A My wife and I will be unable to attend the Open House/Public Hearing since we will be in New York at our grandson's wedding. However, the project change regarding Winchester Blvd. makes no difference to where we and many other people live on Pioneer Ave.

Over the past several years the noise from the increased traffic on the present off-ramps has become unbearable. All we are asking is for some sort of wall to control such noise. Such walls already exist all over the county; why not here?

The last time we received a "public notice of availability" we sent in a petition of about twenty-five (25) families requesting such a wall. The petition was sent to Santa Clara Valley Transportation Authority (VTA). We hope the planners will understand "environment" as more than simply moving traffic.

Response 13-A Soundwalls will be constructed as part of the project; see Section 2.13.5 for details.

RESPONSES TO WRITTEN COMMENT #14: SHARON HOYT

Comment 14-A Please include the proper soundwalls. We are in the NB I-280/NB I-880 direct connector neighborhood and the freeways are already loud. Any increase in decibels from new right-of-way location and elevation would directly impact quality of life. The additional noise will also impact property values, as this entire project already has.

Response 14-A As part of the project, Soundwall #2, a combination of 2 walls, will be constructed on the east side of I-880 south of Stevens Creek, adjacent to the northbound I-280 to northbound I-880 direct connector neighborhood. This wall will reduce noise levels by up to 16 decibels, depending on location. See Section 2.13.5 for details.

RESPONSES TO WRITTEN COMMENT #15: DAWNA KARNES

Comment 15-A With the installation of the flyover ramp from N280 to N880, how will that impact the current onramp to 280 at Leland Avenue and at Rutland Avenue and Parkmoor? Are they gone? Or will they still exist?

Response 15-A The project will not impact these ramps; they will remain in place.

Comment 15-B Traffic would flow better with a pedestrian overcrossing between Santana Row and Valley Fair.

Response 15-B Construction of a pedestrian overcrossing between Santana Row and Valley Fair was investigated to determine whether it would reduce traffic congestion on Stevens Creek Boulevard. The investigation concluded that the overcrossing would result in negligible benefit to traffic flow on Stevens Creek because high volumes on side streets preclude shortening the "green time" for the side streets.

Comment 15-C More traffic lights don't seem to be helping traffic congestion. Cloverleaf seems to be good with additions of flyover 280-880 and exit to Monroe.

Response 15-C Adding traffic signals would seem, at first glance, to be counterintuitive to a goal of reducing congestion. However, the project's *Traffic Operations Analysis Report* (DKS Associates, June 2010 with March 2011 Addendum) shows

improved circulation with the partial cloverleaf design. Please see the discussion in Section 1.2.2.2 for more details regarding the benefits of the partial cloverleaf design.

RESPONSES TO WRITTEN COMMENT #16: BARRY & DAWNA KARNES

Comment 16-A The changes proposed appear to eliminate 3 parts of the cloverleaf at Stevens Creek Blvd and I-880. These 3 cloverleaf parts will be replaced with traffic lights at the I-880 off-ramps to enable right or left turns onto Stevens Creek from I-880. These new lights that are proposed for addition will likely cause large traffic back-ups in both directions of Stevens Creek--especially during "rush hour". Also, these lights will stop traffic exiting both north and southbound directions of I-880 which will cause traffic back-ups along I-880.

The proposed new northbound I-280 to northbound I-880 direct ramp connector may work, but it is not clear how easy it will be for traffic entering northbound I-280 from the Leland/Leigh/Parkmoor onramps to merge onto northbound I-280 traffic with the addition of the high speed traffic that would be merging from northbound I-280 to northbound I-880 on the proposed new connector. Also, it is not clear how the proposed changes--which include at least 2 new traffic lights along Stevens Creek will reduce traffic congestion in the area. To alleviate traffic in the area, it would seem that new off-ramps from both I-280 and I-880 should be routed directly into either Santana Row or Valley Fair Shopping Centers. With 2 new off-ramps directly into the mall from both 280 and 880, the present traffic interchanges would likely be sufficient.

Response 16-A The cloverleaf design does not work well for high volumes of traffic due to merging and weaving. In addition, with urbanized interchanges like this one, it is difficult for pedestrians and bicyclists to cross various ramps. The project's *Traffic Operations Analysis Report* (DKS Associates, June 2010 with March 2011 Addendum) shows improved circulation with the partial cloverleaf design. The congestion and backup on the freeway and the northbound Stevens Creek Boulevard collector-distributor road is attributed to the heavy traffic volumes for the northbound off-ramp to westbound Stevens Creek Boulevard movement. During preliminary design, traffic analyses showed that a single-lane loop ramp under the cloverleaf configuration would cause overloading on the rightmost lane on Stevens Creek Boulevard, thus causing backup. A partial cloverleaf configuration would provide three left-turn lanes and better distribute the traffic

on the local street, providing more capacity despite adding two traffic signals. Additionally, three right-turn lanes on the southbound off-ramp would better distribute and clear more traffic from the ramp. The realignment of the off-ramp away from Monroe Street intersection provides more storage capacities between the two intersections while adding weaving distance for traffic from the southbound off-ramp to Monroe Street. Please see the discussion in Section 1.2.2.2 for more details regarding the benefits of the partial cloverleaf design.

The project is not changing the existing merge onto northbound I-280 from Leland/Leigh. By eliminating the queue that often extends onto I-280 as far back as Leigh Avenue, the project will improve the ability of vehicles to merge left on continue north on I-280.

The feasibility of constructing ramps directly into Valley Fair or Santana Row was not studied because Federal Highway Administration policy stipulates that all ramps must connect to a public street.

Comment 16-B Also, although it is outside the scope of this project, it would greatly smooth the traffic flow along Stevens Creek Blvd. if a new handicapped accessible pedestrian bridge were made that would enable pedestrian crossing between Santana Row and Valley Fair so that Stevens Creek traffic would not need to stop for pedestrians walking crossing Stevens Creek Blvd. between the two malls.

Response 16-B Construction of a pedestrian overcrossing between Santana Row and Valley Fair was investigated to determine whether it would reduce traffic congestion on Stevens Creek Boulevard. The investigation concluded that the overcrossing would result in negligible benefit to traffic flow on Stevens Creek because high volumes on side streets preclude shortening the "green time" for the side streets.[20]

Comment 16-C We support the removal of the Winchester Boulevard connection and are glad to hear that this is no longer being considered.

Response 16-C Thank you for taking the time to review the environmental document. We appreciate your comment.

[20]Source: Improvements at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Project Report, 2010.

RESPONSES TO WRITTEN COMMENT #17: NANETTE LARSEN

Comment 17-A Concern: Noise level at Bradley Manor I already above the legal limit! So is the noise level going to be reduced? What about the streets farther in, example Bradley Ave. near Scott Ave. How has this been surveyed for noise level?

Response 17-A As described in Section 2.13.5, the project will construct a combination of two soundwalls for the purpose of abating freeway-related traffic noise in the Bradley Manor Neighborhood. The soundwalls will reduce noise levels by 6 to 16 dBA for 44 residences that are adjacent to the freeways, which is a substantial benefit. Other residences that are located farther from the freeways will also benefit from the soundwalls, but to a lesser extent (i.e., less than 5 dBA of noise reduction).

The noise study focused on those residences that are adjacent to the freeways because they are the locations most affected by freeway noise.

Comment 17-B Already we have people speeding on Scott & Bradley Ave. In fact, my dog was hit by a speeder, what if this was a child? Construction will result in more people using my street, Bradley Ave., so how will this be controlled?

Response 17-B The project will not address existing problems associated with speeding as that is a law enforcement issue.

Prior to construction, a Traffic Management Plan (TMP) will be prepared to address all traffic-related aspects of construction. A component of the TMP will include notices to the community regarding construction activities and schedules. Such notices will contain the names and phone numbers of persons to contact in the event of questions and concerns. Concerns regarding traffic enforcement issues (e.g., speeding) should be directed to the San Jose Police Department at (408) 277-8900.

RESPONSES TO WRITTEN COMMENT #18: STANLEY SPILMAN

Comment 18-A There is less than 100 meters for cars to accelerate from a total stop to merge with freeway traffic at the metering light of the Leland Ave./ Parkmoor 280 N. on ramp. This is likely to result in accidents with substantial property damage, a likelihood of injuries, and possibility of deaths.

Response 18-A This ramp is outside the current project limits and is not included in the scope.

RESPONSES TO WRITTEN COMMENT #19: JACK WILCOCK

Comment 19-A The residential neighborhood along Forest Ave. west of I-880 is in the direct sound path of the proposed two lane off ramp from South I-880 to Stevens Creek Blvd./N. Monroe. Already unacceptable freeway sound levels will likely increase due to increasing the off ramp to two lanes.

Freeway noise enters the corner of this multifamily neighborhood from the Forest Ave overpass to a visual point South where sound is obstructed by the Westfield parking structure. No meetings were held with members of the "Cory Neighborhood" (census tract 5058.01) even though they have a web site. While this tract is primarily single family homes and on average, not likely considered "low income", the south-east corner is primarily multi-family with non-owner occupants of modest means and low rents. Two examples are: a family of three with monthly income of less than $1,800 and a family of four with monthly income of less than $2,500. This low income multifamily pocket is disproportionately impacted by excessive noise with potential impact on the residents' health.

Occupants of this rental "pocket" neighborhood are often minorities who do not understand or respond to surveys and are thus under-represented in survey results. This request addresses an area that is within the scope of the Revised and Recirculated Draft EIR/EA as well as a short segment of South bound I-880 that was in the previous Draft EIR but removed by the current Revision. Thanks for your consideration and assistance in producing a project which addresses the needs of the community.

Response 19-A This comment correctly notes that this neighborhood is located north of the current project limits. However, even if this neighborhood were within the project limits, as it was in the original project, it would not qualify for additional noise abatement. The reason is that this neighborhood is already shielded from freeway noise by a soundwall that is 12 feet in height. The project's noise study (August 2009) evaluated whether increasing the wall height to 14 or 16 feet would provide any benefit. The study found that even if the height were to be increased to 16 feet (the maximum allowed), the decrease in noise would range from 0 to 1 dBA. A change in noise levels of less than 3 dBA is typically not perceptible to the human ear. In addition, per the Department's *Traffic Noise*

Analysis Protocol for New Highway Construction and Reconstruction Projects (2006), a noise reduction of at least 5 dBA is required for noise abatement to be considered as feasible.

RESPONSES TO WRITTEN COMMENT #20: DEBBIE & CHIEN YUEH

Comment 20-A The DEIR has found significant noise and vibration impacts during construction period. It has also stated that residences located adjacent to I-880, near the interchanges with Stevens Creek Boulevard and I-280/SR17, where much of the construction activities will be concentrated, are not shielded from the highway and ramps. While the proposed mitigation measures may provide some relief to the adverse effects, considering the proximity to residences, more robust mitigation measures are necessary. Such measures shall be written as a part of the ultimate construction contract and strictly enforced. We propose the following modifications/additions to the mitigation measures (additions are underlined and deletions are shown with strikeout):

1. All internal combustion engine driven equipment will be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

2. ~~Unnecessary~~ idling of internal combustion engines within 100 feet of residences will be strictly prohibited.

3. Staging of construction equipment within 200 feet of residences will be avoided.

4. All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located ~~as far as practical~~ <u>at a minimum of 400 feet</u> from residences.

5. All construction equipment will be required to conform to Section 14-8.02 - Sound Control Requirements of the Department's latest Standard Specifications.

6. Demolition, ~~and~~ pile driving <u>and impulsive</u> activities should be limited to daytime hours only. <u>Work plan shall be developed to minimize the duration of such activities.</u>

7. If nighttime, <u>non-</u>impulsive work is required, a construction noise monitoring program will be implemented to provide additional mitigation as necessary (in

the form of noise control blankets or other temporary noise barriers, etc.) for effected receivers. Any nighttime work shall be limited to weekend (Friday, Saturday and Sunday) only.

8. Prior to construction, noise barriers shall be erected to shield residences, who are completely unprotected currently, from the most deafening effects of the work.

9. The noise effects of the construction shall be monitored on a regular basis to ensure the effectiveness of the mitigation measures. Additional mitigation measures are to be implemented as necessary.

Response 20-A The Department will work with residents in an effort to minimize noise impacts during construction. The mitigation measures listed in Section 2.16.5 are intended to achieve this goal to the maximum extent practical, recognizing that increases in noise during construction are unavoidable. This response addresses each of the suggested changes to the mitigation measures.

The removal of the word "unnecessary" in #2 is not practical or feasible because it would have the effect banning any idling of equipment even if such idling were a part of the normal active use of a piece of equipment.

The proposed 400-foot setback from residences in #4 is not practical or feasible. First, it would require hoses and wires of well over 400 feet to run between the power source and the equipment. Second, given the locations of residences in the project area, it would be difficult, if not impossible, to find a spot where such power sources could be sited more than 400 feet from any residence.

Adding "impulsive" to #6 would not be practical as it would mean that any impulsive equipment (e.g., any form of hammering or other activity that involves distinct/impulsive noise events) could only be undertaken during the day. Such a restriction would have the practical effect of banning all nighttime construction, which is not practical or feasible because a variety of construction tasks can only be done at night when traffic volumes are relatively low.

For #6, developing a work plan is something that is a standard requirement and procedure for all projects of this nature. Part of this plan involves the dissemination of information to the community regarding the scheduling and timing of various activities, as well as the listing of names and phone numbers of personnel to contact in the event there is a problem.

For #7, limiting nighttime work to Friday, Saturday, or Sunday would not be practical because it would simply have the effect of extending the duration of construction, which would be counterproductive to the goal of minimizing disturbance to residents. In addition, such a restriction would significantly increase the construction cost because the contractor would have to alter standard construction practices as well as workforce schedules.

Regarding #8, it is standard practice to construct soundwalls as one of the first construction tasks whenever feasible. Typically, the only instance where this is not feasible is where a soundwall is constructed on a structure or near a retaining wall, in which cause the structure has to be built first.

Measure #9 is a standard requirement and procedure during construction of all highway projects. As noted above, part of the community outreach during construction will be the listing of names and phone numbers of personnel to contact in the event there is a problem.

4.3 PUBLIC HEARING COMMENTS

As discussed in Section 4.1, a public hearing on the Project and the Revised & Recirculated Draft EIR/EA was held on May 4, 2011. Nine members of the public provided oral testimony at the public hearing. A transcript of the public hearing is contained in Appendix I. The comments expressed by speakers at the public hearing, as summarized from the transcript, are provided below.

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RESPONSES TO PUBLIC HEARING COMMENT #1: ROGER BABOWAL

Comment 1-A I was here and commented also in December, and I'm commenting about the sound walls. And it's nice to see that it's going to be, hopefully, incorporated in the final proposal. And I'm just here to reiterate that we want the sound walls. And I cannot emphasize that long enough -- strong enough, that those sound walls are definitely needed.

Response 1-A Soundwalls will be constructed as part of the project; see Section 2.13.5 for details.

RESPONSES TO PUBLIC HEARING COMMENT #2: ANTHONY SACCO (BURBANK COMMUNITY ASSOCIATION)

Comment 2-A My name is Anthony Sacco. I'm a board member of the Burbank Community Association. And we were here last December and we spoke. We have -- we

submitted a six-page comment, and we will probably do so again. And some of the same issues will come up. And, having said that, one of the main issues is this noise. And I know the sound walls are intended to address that, but I think there's that's not a complete solution. You need to address -- the source of the noise is a large part of the source of the noise, which is road-to-tire contact. And I discussed this in December. We hear a lot of tire slap. And particularly we hear it from westbound 280 to southbound 17 and, in the opposite direction, eastbound 280 to northbound 880, because those are existing flyovers. If you even look at the aerial photograph, you'll see that pavement is old concrete pavement. It's very segmented. We get a lot of noise for that. And I know that this is not in the project, per se, but I'm hoping that you guys can do some mitigation. And I also want to ask the question: Will you actually build the new flyovers and the new roadways and any new roadway construction with lower-noise pavement?

Response 2-A The Department's policy encourages the use of a pavement surface known as Rubberized Hot Mix Asphalt (RHMA) at locations that have appropriate climate, geotechnical and traffic characteristics. RHMA pavement surface has been approved by the Department as a "quiet pavement strategy" based on research data collected throughout the state and nationally. For the proposed project, RHMA will be utilized for all new pavement. In addition, as a separate project, the Department will be resurfacing I-880 from Old Bayshore Highway to I-280 with RHMA; that project is scheduled to commence in June 2011.

Comment 2-B My second area of concern is, there is in the draft EIR the statement that there will be 4.7 acres of impervious pavement added to the neighborhood. That means that 4.7 acres of rainwater will not percolate into our groundwater and resupply that. It means that 4.7 acres of dirty water will go into the Bay and have to be treated. So I would like to see that addressed. We live in a neighborhood that is highly urban. There's very little greenscape and softscape there now. I would like to know if we can somehow squeeze in a few acres of vegetation and greenscape beyond what's already planned. I know that some trees will be removed. I'd like to see trees replanted on a four-to-one basis. And there is actually some basis in county regulations for that.

Response 2-B The project will mitigate for this increase in impervious surfaces by incorporating treatment Best Management Practices (BMPs) into the design. Biofiltration strips or swales have been identified as the most feasible BMPs for this project. Areas within the project limits that are suitable for the creation of biofiltration strips or swales within the project limits are located within the footprints of the existing interchanges. Infiltration devices will also be considered. For further discussion, please see Section 2.9.4.

Caltrans' standard replacement ratio is 1:1 for trees. The density of tree planting would be dependent on Caltrans' planting cost per acre, the area, and if Caltrans' planting setback requirements can be met.

Comment 2-C And, finally, I have a question about the pedestrian crosswalk -- or the pedestrian bridge over 280. In the previous plan it was slated for reconstruction because it's just not wheelchair-friendly. Is that still the case? Are you still going to reconstruct?

Response 2-C The reconstruction of this structure was removed from the project as part of the deletion of the new off-ramp from Northbound I-280 to Winchester Boulevard.

RESPONSES TO PUBLIC HEARING COMMENT #3: PATRICK HALL

Comment 3-A I'm at Kimberly's Elder Care, which is on Moorpark Avenue. And we're definitely within earshot of the project. I'd like to say thank you for the deletion of the Winchester off-ramp. Also, I wanted to say that when Highway 85 was being built, rather vociferous residents from the Saratoga area were able to successfully lobby to have fewer on- and off-ramps and also to depress the roadway 20 or 30 feet. I don't know how much. But it was because of the involvement of those residents that they were successful. We're maybe not quite as politically hep over on this side of town, but I definitely believe that – I'd like to get the message to you people from Caltrans I don't know.

It sounds to me like it doesn't square up with the things that I heard in the past about noise mitigation, pavement solutions and other technical solutions that could possibly be considered. Some of it is like straight out of Popular Science, I realize, like Dolby noise cancellation technology, putting microphones and speakers on the sound walls. I don't know what it takes. But, you know, it's noisy over there, and I would like to see you guys really challenge yourself. Maybe some of the -- that extra money that you freed up from deleting the Winchester thing could -- could do it.

Response 3-A The project includes the construction of soundwalls, which will have substantial noise-reducing benefits.

The Department's policy encourages the use of a pavement surface known as Rubberized Hot Mix Asphalt (RHMA) at locations that have appropriate climate, geotechnical and traffic characteristics. RHMA pavement surface has been approved by the Department as a "quiet pavement strategy" based on research data collected throughout the state and nationally. For the proposed project, RHMA will be utilized for all new pavement. In addition, as a separate project, the Department will be resurfacing I-880 from Old Bayshore Highway to I-280 with RHMA; that project is scheduled to commence in June 2011.

In addition to the above, the Department and the Federal Highway Administration, as well as other state transportation agencies, are engaged in research to determine if other methods of reducing traffic noise are workable and practical.

Comment 3-B When I look at the Hamilton interchange, which is the new model, apparently, the flavor du jour for off-ramps, I don't see the traffic throughput improving. Seems to me like the old model works better. Maybe you could address that.

Response 3-B The cloverleaf design does not work well for high volumes of traffic due to merging and weaving. In addition, with urbanized interchanges like this one, it is difficult for pedestrians and bicyclists to cross various ramps. The project's *Traffic Operations Analysis Report* (DKS Associates, June 2010 with March 2011 Addendum) shows improved circulation with the partial cloverleaf design. The congestion and backup on the freeway and the northbound Stevens Creek Boulevard collector-distributor road is attributed to the heavy traffic volumes for the northbound off-ramp to westbound Stevens Creek Boulevard movement. During preliminary design, traffic analyses showed that a single-lane loop ramp under the cloverleaf configuration would cause overloading on the rightmost lane on Stevens Creek Boulevard, thus causing backup. A partial cloverleaf configuration would provide three left-turn lanes and better distribute the traffic on the local street, providing more capacity despite adding two traffic signals. Additionally, three right-turn lanes on the southbound off-ramp would better distribute and clear more traffic from the ramp. The realignment of the off-ramp away from Monroe Street intersection provides more storage capacities between the two intersections while adding weaving distance for traffic from the southbound off-ramp to Monroe Street. Please see the discussion in Section 1.2.2.2 for more details regarding the benefits of the partial cloverleaf design.

RESPONSES TO PUBLIC HEARING COMMENT #4: ERICA STANOJEVIC (SIERRA CLUB, SAN JOSE COOL CITIES)

Comment 4-A My name is Erica Stanojevic and I'm representing the Sierra Club San Jose Cool Cities Team. And we basically try to ensure that San Jose does its part to address global warming. And, first of all, we want to thank the VTA and everyone here for including bicycle and pedestrian improvements, and especially -- especially the bike lane on San Carlos and the interchange. So thank you very much.

Response 4-A Thank you for taking the time to review the environmental document. We appreciate your comment.

Comment 4-B The second thing I would like to say is, I am very upset that this project is primarily benefitting Valley Fair. And they are foreign-owned company. They're owned by people in Australia. I don't see why they shouldn't be paying for half of it. They are not paying their fair share of taxes for us, and we shouldn't be paying for improvements for them that do not improve the conditions for local small businesses.

Response 4-B The project has been developed to meet the purpose and need, which are described in Section 1.2. The improvements that will be constructed as part of the project will benefit the entire project area.

RESPONSES TO PUBLIC HEARING COMMENT #5: NICHOLAS LASKOWSKI

Comment 5-A First and foremost, I want to give a huge thank you to Caltrans and the VTA and every other agency involved in this, for putting a huge effort into this making a major improvement affecting bicycles. So thank you very much for that.

Response 5-A Thank you for taking the time to review the environmental document. We appreciate your comment.

Comment 5-B I have three big concerns. First, can we please look for all ways to get the foreign retail corporations who are the primary beneficiaries of this project to pay for their majority share of this. It would be only fair.

Response 5-B Regional improvement projects are typically funded from one or more federal, state, or local highway programs. For example, the proposed project is utilizing

monies from the Federal Surface Transportation Program (STP), Federal Earmark, State Corridor Mobility Improvement Account (CMIA) and local funds from the VTA.

Comment 5-C Second, this project goes to great lengths right now to save by the official EIR estimate, 19-25 seconds for 1-280 northbound drivers on Saturdays. Can we please put as much effort as we put into that into improving our community as a living, breathing, unique place by making the streets safe?

Response 5-C The reduction in congestion that will result from the project will benefit motorists. Reducing congestion results in higher vehicle speeds, which in turn decreases emission rates of CO_2 and other air pollutants. This decrease provides a local and regional benefit in terms of air quality. The new and reconfigured ramps will improve operations and safety for both motorized and non-motorized traffic. The widening of the Stevens Creek Boulevard bridge over I-880 will facilitate the planned bus rapid transit line along that corridor.

Comment 5-D And, last, please address these concerns regarding the freeway-exiting cars merging onto Monroe Street. It seems like there's a cloverleaf design that has been continued there. And I'm concerned with that, those cars merging at a highway speed with the bike crowd that is on Monroe Street.

Response 5-D Due to the tight turning radius at this location, vehicles will be traveling at a low speed as they make the turn. Vehicles will be required to yield to bicyclists and signs will be erected to alert drivers to this requirement.

RESPONSES TO PUBLIC HEARING COMMENT #6: MEHRDAUD NIK-AHD

Comment 6-A I only have one question. With regards to this project, what is the order of construction? What is going to be built first and what is going to follow?

Response 6-A It is anticipated that the first part of the project to be built will be the new direct connector ramp from northbound I-280 to northbound I-880. The next phase is anticipated to be the eastern portion of the I-880/Stevens Creek Boulevard interchange. The third phase is anticipated to be the western portion of the I-880/Stevens Creek Boulevard interchange.

RESPONSES TO PUBLIC HEARING COMMENT #7: CLARK LEAKINS

Comment 7-A Why are you going to start this project in holiday times in the fall? We all know the traffic is bad around here on holidays. We need to know what wintertime does to the construction schedule.

Response 7-A Funding for the project requires that construction be underway by the end of 2012. Within that requirement there is flexibility as to which construction activities are undertaken at any given time. For example, work that does not involve lane closures or detours (e.g., soundwall construction, utility relocation) could be scheduled for times when traffic is heaviest. In any event, the Department, VTA, and the City will strive to avoid work that will exacerbate the congestion that occurs during the holidays.

Comment 7-B The second question is, will there be a publicly available construction schedule? That is, when you're going to do some major cores, driving piles, any of that. And what are the hours of operation going to be? Because that's going to be very disruptive to the people who live nearby. That being the case, I would implore you to put the sound walls up first for those neighbors.

Response 7-B Community outreach during construction will include the dissemination of information regarding the scheduling and timing of various activities, as well as the listing of names and phone numbers of personnel to contact in the event there is a problem. It is standard practice to construct soundwalls as one of the first construction tasks whenever feasible.

Comment 7-C And the final thing is, I would ask, as much as possible, to consider all local companies - labor and material. There are plenty of firms around here. We need to employ our neighbors on this job.

Response 7-C The project will be subject to Buy America requirements to purchase materials made in the United States. Other considerations for local companies are currently not part of the project.

RESPONSES TO PUBLIC HEARING COMMENT #8: DAVID KAUFMAN

Comment 8-A I'd like to still ask you to consider getting a ramp from Stevens Creek Boulevard to 280 northbound. For some reason they're saying there's no way to do that

without having exceptions. But there are so many exceptions to the standards here, that is just one more exception. But having to drive all the way to Winchester instead of being able to get right there from Valley Fair is something that would have a tremendous positive impact on traffic.

Response 8-A As described in Table 5, this alternative was evaluated and rejected because 1) it would require shifting Daniel Way to the west and acquisition of five residences, and 2) it would worsen congestion on the existing southbound I-880 to northbound I-280 connector ramp. See Response 6-C in Section 4.2 for additional information.

Comment 8-B I am wondering if there will be these big huge pile drivers going off and I'm wondering if there is some plan where they know a certain amount of property gets damaged, and if is there is a way -- if my windows get broken from the pounding – if there is some mitigation for that. Or, is it too bad, you're on your own, go find your insurance company? I would like to know what plans are in place for that.

Response 8-B The contractor will be responsible for damage caused by construction activities. The community outreach during construction will include the dissemination of information regarding what steps a person needs to take if they believe their property was damaged by construction of the project.

Comment 8-C This is a little story to everybody that wants to just squeeze Valley Fair. I can tell you that there's a little town in Germany where they tried doing that. They tried squeezing the business people for a lot of money for improvements because they were going to expand. The town right next door said, Hey, we'll take your tax money, and we won't squeeze you. And they just shut everything down. There's just weeds growing and a decrepit big field of what used to be a beautiful shopping center. And about a half a mile down the road, they have a beautiful brand new shopping center because they weren't harassed by the people squeezing them for every nickel and dime.

Response 8-C Thank you for taking the time to attend the public hearing. We appreciate your comment.

RESPONSES TO PUBLIC HEARING COMMENT #9: BRAD IMAMURA

Comment 9-A I just want to get back real quick to the Winchester off-ramp, the deletion. What impact did that have on the overall cost? In other words, how much did that take away from the cost of the overall project?

Response 9-A That component of the project was estimated to cost approximately $80 million. It is important to note that although the Winchester component was part of the project, it was not funded. Therefore, the deletion of the Winchester component did not "free up" $80 million, because the funding had never been secured.

Comment 9-B How much did the EIR cost?

Response 9-B The contract for all of the preliminary design work, including all of the environmental studies, is approximately $2.5 million. This cost does not include the cost of Department and VTA staff who served in the capacity of project oversight and approval.

Comment 9-C I know there was some discussion as to the new design after the deletion of the Winchester off-ramp, how great things were going to be or whatever. But that really kind of puzzles me, because I know initially, when the designers first tackled this project, they put that Winchester off-ramp in there for a reason. And I didn't hear any down side to deleting that.

And I just kind of mentioned: One of those is the impact on the traffic now going back to Stevens Creek when, as we know, for those of us that live around here, every single weekend, if not weeknight, Santana Row is totally packed. You can't find a parking space. So people are going to Santana Row. And I know people have talked about having (inaudible). I'm opposed to a tax for them anyway. But I just wanted to know, what's the -- what's the down side to that? There wasn't a lot of discussion on it. There was a lot of discussion about how great and valuable.

Response 9-C The proposed off-ramp from northbound I-280 to Winchester Boulevard was added to the project in late 2008 after the traffic studies showed that the remainder of the project (i.e., the direct connector from northbound I-280 to northbound I-880 and the I-880/Stevens Creek Boulevard interchange reconstruction) did not provide sufficient benefit to meet the project objectives. The Winchester off-ramp was added after an extensive evaluation of numerous design alternatives (see Table 5) because, on balance, it appeared to provide

significant benefit to traffic operations in the project area, while at the same time having the least amount of adverse impacts.

Two design options for the Winchester off-ramp were evaluated and presented to the public in the November 2010 Draft EIR/EA and at the December 8, 2010 public hearing. The two design options were known as the "5-Legged Intersection Design Option" and the "Hook Ramp Design Option".

The Winchester off-ramp component generated a substantial volume of comments and controversy. Of the total number of comments received on the November 2010 Draft EIR/EA, approximately half expressed a direct opinion regarding that component of the project. Four people expressed their opposition to any new off-ramp at Winchester, six people expressed their preference for no new off-ramp but indicated they could live with the Hook-Ramp Design Option, and 28 people expressed their preference for the Hook-Ramp Design Option/opposition to the 5-Legged Intersection Design Option. No comments in support of the 5-Legged Design Option were received.

After reviewing all of the public input received, as well as the fact that the Department concluded that it could not approve the necessary exceptions to the standard highway design criteria for the Hook Ramp Design Option at this location, this component of the project was withdrawn from further consideration.

Comment 9-D Thank you for your explanation. But just to understand what you were telling me is that due to the outcry or whatever -- or appeasement, I can say, of a few neighbors in that area, we are actually sacrificing thousands and thousands more. And I can't -- I'm sure all of you who have traveled north on 280 who pass Stevens Creek and say, Gee, I wish there was an off-ramp on Winchester, because now I've got to go all the way out to Saratoga Avenue and turn around. We have an opportunity now – or we do have an opportunity to change that. And I'm going to tell you, ten or fifteen, twenty years from now, you're going to say, Gee, we would have had a chance to do that and blew it.

Response 9-D The off-ramp from northbound I-280 to Winchester Boulevard was deleted from the project for the reasons listed in Response 9-C.

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CHAPTER 6 DISTRIBUTION LIST

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- Metropolitan Transportation Commission
- Bay Area Air Quality Management District
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Appendix A

CEQA Checklist

CEQA Environmental Checklist

04-SCL-280-880	5.10-5.20; 0.00-0.70	445600
Dist.-Co.-Rte.	P.M/P.M.	E.A.

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS: Would the project:				
a) Have a substantial adverse effect on a scenic vista	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒
II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒
IV. BIOLOGICAL RESOURCES: Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒
V. CULTURAL RESOURCES: Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒
VI. GEOLOGY AND SOILS: Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

VII. GREENHOUSE GAS EMISSIONS: Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

An assessment of the greenhouse gas emissions and climate change is included in the body of environmental document. While Caltrans has included this good faith effort in order to provide the public and decision-makers as much information as possible about the project, it is Caltrans determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct and indirect impact with respect to climate change. Caltrans does remain firmly committed to implementing measures to help reduce the potential effects of the project. These measures are outlined in the body of the environmental document.

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

IX. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow	☐	☐	☐	☒
X. LAND USE AND PLANNING: Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b)Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
XI. MINERAL RESOURCES: Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

XIII. POPULATION AND HOUSING: Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

XIV. PUBLIC SERVICES:

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. RECREATION:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒
XVI. TRANSPORTATION/TRAFFIC: Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒
XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habital of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Appendix B

Title VI Policy Statement

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DIRECTOR
P.O. Box 942873, MS-49
SACRAMENTO, CA 94273-0001
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Flex your power!
Be energy efficient!

July 20, 2010

TITLE VI
POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964 and related statutes, ensures that no person in the State of California shall, on the grounds of race, color, national origin, sex, disability, or age, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity it administers.

For information or guidance on how to file a complaint based on the grounds of race, color, national origin, sex, disability, or age, please visit the following web page: http://www.dot.ca.gov/hq/bep/title_vi/t6_violated.htm.

Additionally, if you need this information in an alternate format, such as in Braille or in a language other than English, please contact Charles Wahnon, Manager, Title VI and Americans with Disabilities Act Program, California Department of Transportation, 1823 14th Street, MS-79, Sacramento, CA 95811. Phone: (916) 324-1353 or toll free 1-866-810-6346 (voice), TTY 711, fax (916) 324-1869, or via email: charles_wahnon@dot.ca.gov.

Cindy McKim
CINDY McKIM
Director

Appendix C

Summary of Relocation Benefits

California Department of Transportation Relocation Assistance Program

DECLARATION OF POLICY

"The purpose of this title is to establish **a uniform policy for fair and equitable treatment** of persons displaced as a result of federal and federally assisted programs in order that such persons **shall not suffer disproportionate injuries** as a result of programs designed for the benefit of the public as a whole."

The Fifth Amendment to the U.S. Constitution states, "No Person shall...be deprived of life, liberty, or property, without due process of law, nor shall private property be taken for public use without just compensation." The Uniform Act sets forth in statute the due process that must be followed in Real Property acquisitions involving federal funds. Supplementing the Uniform Act is the government-wide single rule for all agencies to follow, set forth in 49 Code of Federal Regulations, Part 24. Displaced individuals, families, businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments, as discussed below.

FAIR HOUSING

The Fair Housing Law (Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing. This Act, and as amended, makes discriminatory practices in the purchase and rental of most residential units illegal. Whenever possible, minority persons shall be given reasonable opportunities to relocate to any available housing regardless of neighborhood, as long as the replacement dwellings are decent, safe, and sanitary and are within their financial means. This policy, however, does not require Caltrans to provide a person a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling.

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized, and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the initiation of negotiations (usually the first written offer to purchase), owner-occupants are given a detailed explanation of the state's relocation services. Tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations, and also are given a detailed explanation of the Caltrans Relocation Assistance Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

RELOCATION ASSISTANCE ADVISORY SERVICES

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm or nonprofit organization displaced as a result of the acquisition of real property for public use, so long as they are legally present in the United States. Caltrans will assist eligible displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are "decent, safe and sanitary." Nonresidential displacees will receive information on comparable properties for lease or purchase (For business, farm and nonprofit organization relocation services, see below).

Residential replacement dwellings will be in a location generally not less desirable than the displacement neighborhood at prices or rents within the financial ability of the individuals and families displaced, and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning Federal and State assisted housing programs, and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days written notice. Residential occupants eligible for relocation payment(s) will not be required to move unless at least one comparable "decent, safe and sanitary" replacement dwelling, available on the market, is offered to them by Caltrans.

RESIDENTIAL RELOCATION PAYMENTS

The Relocation Assistance Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of a replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Assistance Program can be summarized as follows:

Moving Costs

Any displaced person, who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs.

Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving cost

schedule. Lawful occupants who move into the displacement property after the initiation of negotiations must wait until the Department obtains control of the property in order to be eligible for relocation payments.

Purchase Differential

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners who have owned and occupied their property for 180 days or more prior to the date of the initiation of negotiations (usually the first written offer to purchase the property), may qualify to receive a price differential payment and may qualify to receive reimbursement for certain nonrecurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. The maximum combination of these three supplemental payments that the owner-occupant can receive is $22,500. If the total entitlement (without the moving payments) is in excess of $22,500, the Last Resort Housing Program will be used (See the explanation of the Last Resort Housing Program below).

Rent Differential

Tenants and certain owner-occupants (based on length of ownership) who have occupied the property to be acquired by Caltrans prior to the date of the initiation of negotiations may qualify to receive a rent differential payment. This payment is made when Caltrans determines that the cost to rent a comparable "decent, safe and sanitary" replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted under the Down Payment section below. The maximum amount payable to any eligible tenant and any owner-occupant of less than 180 days, in addition to moving expenses, is $5,250. If the total entitlement for rent supplement exceeds $5,250, the Last Resort Housing Program will be used.

In order to receive any relocation benefits, the displaced person must buy or rent and occupy a "decent, safe and sanitary" replacement dwelling within one year from the date the Department takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

Down Payment

The down payment option has been designed to aid owner-occupants of less than 180 days and tenants in legal occupancy prior to Caltrans' initiation of negotiations. The down payment and incidental expenses cannot exceed the maximum payment of $5,250. The one-year eligibility

period in which to purchase and occupy a "decent, safe and sanitary" replacement dwelling will apply.

Last Resort Housing

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits forstandard residential relocation as explained above. Last Resort Housing has been deigned primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the $22,500 and $5,250 limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances.

After the initiation of negotiations, Caltrans will within a reasonable length of time, personally contact the displacees to gather important information, including the following:

1. Number of people to be displaced;
2. Specific arrangements needed to accommodate any family member(s) with special needs;
3. Financial ability to relocate into comparable replacement dwelling which will adequately house all members of the family;
4. Preferences in area of relocation;
" Location of employment or school.

NONRESIDENTIAL RELOCATION ASSISTANCE

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms and nonprofit organizations in locating suitable replacement property, and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent, suitable for a particular business's specific relocation needs. The types of payments available to eligible businesses, farms and nonprofit organizations are: searching and moving expenses, and possibly reestablishment expenses; or a fixed in lieu payment instead of any moving, searching and reestablishment expenses. The payment types can be summarized as follows:

Moving Expenses

Moving expenses may include the following actual, reasonable costs:

5. The moving of inventory, machinery, equipment and similar business-related property, including: dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property. Items acquired in the Right

of Way contract may not be moved under the Relocation Assistance Program. If the displacee buys an Item Pertaining to the Realty back at salvage value, the cost to move that item is borne by the displacee.

6. Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move.
7. Expenses related to searching for a new business site, up to $2,500, for reasonable expenses actually incurred.

Reestablishment Expenses

Reestablishment expenses related to the operation of the business at the new location, up to $10,000 for reasonable expenses actually incurred.

Fixed In Lieu Payment

A fixed payment in lieu of moving, searching, and reestablishment payments may be available to businesses which meet certain eligibility requirements. This payment is an amount equal to half the average annual net earnings for the last two taxable years prior to the relocation and may not be less than $1,000 nor more than $20,000.

ADDITIONAL INFORMATION

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, or any other law, except for any Federal law providing local "Section 8" Housing Programs.

Any person, business, farm or nonprofit organization which has been refused a relocation payment by the Caltrans relocation advisor or believes that the payment(s) offered by the agency are inadequate, may appeal for a special hearing of the complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

California law allows for the payment for lost goodwill that arises from the displacement for a pubic project. A list of ineligible expenses can be obtained from Caltrans Right of Way. California's law and the federal regulations covering relocation assistance provide that no payment shall be duplicated by other payments being made by the displacing agency.

RESIDENTIAL RELOCATION PAYMENTS PROGRAM

The links below are to the Relocation Assistance for Residential Relocation Brochure.

8. http://www.dot.ca.gov/hq/row/pubs/residential_english.pdf
9. http://www.dot.ca.gov/hq/row/pubs/residential_spanish.pdf

Appendix D

List
of
Acronyms

List of Acronyms

BRT	bus rapid transit
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CFR	Code of Federal Regulations
CO	carbon monoxide
CO_2	carbon dioxide
CWA	Clean Water Act
EB	eastbound
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
GHG	greenhouse gas
HOV	high occupancy vehicle
ISA	Initial Site Assessment
MCE	maximum credible earthquake
MTC	Metropolitan Transportation Commission
NAAQS	National Ambient Air Quality Standards
NB	northbound
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NO_2	nitrogen dioxide
NPDES	National Pollutant Discharge Elimination System
O_3	ozone
PM	particulate matter
POC	pedestrian overcrossing
PRC	(California) Public Resources Code
RAP	Relocation Assistance Program
RCRA	Resource Conservation and Recovery Act
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SB	southbound
SCVWD	Santa Clara Valley Water District
SHPO	State Historic Preservation Officer
SO_2	sulfur dioxide
SR	State Route
SWMP	Stormwater Management Plan
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
WB	westbound
VTA	Santa Clara Valley Transportation Authority
VTP 2035	Valley Transportation Plan 2035

Appendix E

Minimization and/or Mitigation Summary

SUMMARY OF REQUIRED PERMITS AND ENVIRONMENTAL COMMITMENT -PS&E PHASE

TO: NICK SALEH

ATTN.: SHAWN ENJILY
DESIGN OFFICE

PROJECT MANAGER:

PROJECT ENGINEER:

DATE	2-Jun-11
CO. RTE. KP:	SCL-280, 880
RU/EA:	445600
P.M.	SCL-280(5.10-5.20) SCL-880(0.00-0.70)

Below is a summary of the required permits, and environmental commitments that must be incorporated into the PS&E, for this project. Please contact Shawn Enjily @ 510-622-0747 for further information.

		Ref.	NSSP Y/N	Responsible Staff	Timing	Action Taken	Date
PERMITS AND AGREEMENTS	CDFG 1601/03 Streambed Alteration Agreement	n/a					
	BCDC: Bay Fill Permit	n/a					
	BCDC: Pub. Access Review	n/a					
	Coastal Dev. Permit:	n/a					
	Coastal Dev. Permit: State	n/a					
	State Lands Lease Agreement	n/a					
	RWQCB: NPDES		N	Construction	Pre-const		
	RWQCB: Water Qual. Cert.	n/a					
	Endangered Species Act[1] Consultation	n/a					
	USACOE 404: Nationwide	n/a					
	USACOE 404: Individual	n/a					
	USACOE Section 10 Permit	n/a					
	USCG Section 9 Permit	n/a					
	Visual/Landscape						
	A metal beam guardrail (or similar barrier) will be installed along the easterly edge of the ramp and collector-distributor road adjacent to the Pioneer Avenue/Hodges Avenue neighborhood. Trees will be planted between the guardrail and the right-o-way line where feasible.	ED, p. 77	N	Design/Const.	Design/ Const.		
	At the location where the 3 single-family homes will be removed, a dense grove of fast growing evergreen trees such as redwood trees will be planted between the edge of Parkmoor Avenue and the soundwall and between the soundwall and the ramps to provide a dense visual screen.	ED, p. 77	N	Design/Const.	Design/ Const.		
	Fast growing vines will be planted at the bases of the new soundwalls to grow up and cover the uniform surfaces of the walls to soften their appearance.	ED, p. 78	N	Design/Const.	Design/ Const.		

	Ref.	NSSP Y/N	Responsible Staff	Timing	Action Taken	Date
Metal beam guardrails (or similar barrier) will be installed, where feasible, to preserve desirable trees and vegetation located within 30 feet of the edge of the outside traffic lanes of the freeways, such vegetation that would otherwise need to be removed to comply with requirements for an object free safety/recovery zone.	ED, p. 78	N	Design/Const.	Design/ Const.		
Highway planting that has been damaged or removed due to the project shall be replaced at a level equal to the current allowable maximum cost per acre. Replacement planting shall be provided within the project limits wherever feasible.	ED, p. 78	N	Design/Const.	Design/ Const.		
All new structures and walls will be treated with texture and/or color to reduce visual impacts.	ED, p. 78	N	Design/Const.	Design/ Const.		
Water Quality & Stormwater Runoff						
The design of the project includes Best Management Practices (BMPs) to reduce the pollutant component of stormwater runoff.	ED, p. 84	N	Design/Const.	Design/ Const.		
Hazardous Waste/Materials						
A soil investigation will be conducted to determine whether ADL has affected soils that will be excavated. Recommendations will be made regarding management and disposal of affected soils including the potential reuse of ADL-affected soil.	ED, p. 89-90	N	Design/Const.	Design/ Const.		
Testing for the presence of lead-based paint on the existing structures will occur. If this substance is found to be present, applicable regulations pertaining to its removal and disposal will be followed.	ED, p. 90	N	Design/Const.	Design/ Const.		
Testing for the presence of asbestos on the existing structures will occur. If this substance is found to be present, applicable regulations pertaining to its removal and disposal will be followed.	ED, p. 90	N	Design/Const.	Design/ Const.		
Noise						
Noise abatement in the form of barriers at I-880, with respective lengths and average heights of 1,200 feet/14 feet for Soundwall #1, 1,100 feet/6-12 feet for Soundwall #2A, and 2,070 feet/6-14 feet for Soundwall #2B will be constructed.	ED, p. 105-109	N	Design/Const.	Design/ Const.		
Biology-Animal Species						

	Ref.	NSSP Y/N	Responsible Staff	Timing	Action Taken	Date
Vegetation that will be impacted by the project will be removed during the nonbreeding season, if feasible, to help preclude nesting. If it is not feasible to schedule vegetation removal during the nonbreeding season, then pre-construction surveys for nesting birds will be conducted to ensure that no nests will be disturbed.	ED, p. 111	N	Const./Bio.	Pre-const.		
Biology-Invasive Species						
Prior to grading, infested areas will be cleared of vegetation and all vegetative materials will be incinerated off-site or disposed of in a landfill, taking care to prevent any seed dispersal during the process.	ED, p. 113	N	Const./Bio.	Const.		
Native seed from a local source (within the same watershed if practicable) will be planted on all disturbed ground via hydroseed and native species will be used in landscaping.	ED, p. 113	N	Design/Const./Bio.	Design/ Const.		
The soil substrate that was disturbed during construction will be stabilized by native hydroseed, preventing the majority of non-native invasive plant species' seeds from germinating.	ED, p. 113	N	Const./Bio.	Const.		
Construction						
Prior to construction, a Transportation Management Plan (TMP) will be prepared.	ED, p. 113	N	Const.	Pre-const./ Const.		
The project will follow the Department's Standard Specification 14-902, Standard Specification 10, and Standard Specification 18, which address the requirements of BAAQMD and dust control and dust palliative application, respectively.	ED, p. 114	N	Const.	Const.		
The project will implement all feasible PM10 construction emissions control measures required by the BAAQMD.	ED, p. 114-115	N	Const.	Const.		
All internal combustion engine driven equipment will be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment	ED, p. 117	N	Const.	Const.		
Unnecessary idling of internal combustion engines within 100 feet of residences will be strictly prohibited.	ED, p. 117	N	Const.	Const.		
Staging of construction equipment within 200 feet of residences will be avoided. All stationary noise-generating construction equipment, such as air compressors and portable power generators, will e located as far as practical from residences.	ED, p. 117	Y	Const.	Const.		

ENVIRONMENTAL COMMITMENTS

	Ref.	NSSP Y/N	Responsible Staff	Timing	Action Taken	Date
All construction equipment will be required to conform to Section 14-8.02 - Sound Control Requirements of the Department's latest Standard Specifications.	ED, p. 117	N	Const.	Const.		
Demolition and pile driving activities should be limited to daytime hours only. If nighttime impulsive work is required, a construction noise monitoring program will be implemented to provide additional mitigation as necessary (in the form of noise control blankets or other temporary noise barriers, etc.) for affected receivers.	ED, p. 117	N	Const.	Const.		
Active paved construction areas will be swept and washed as needed.	ED, p. 117	N	Const.	Const.		
Silt fencing or straw wattles will be used to retain sediment on the project site.	ED, p. 117	N	Const.	Const.		
Temporary cover of disturbed surfaces or temporary slope protection measures will be provided per regulatory requirements and the department's guidelines to help control erosion. Permanent cover/revegetation will be provided to stabilize the disturbed surfaces after construction has been completed.	ED, p. 117	N	Const.	Const.		
No debris, soil, silt, sand, bark, slash, sawdust, dement, concrete, washings, petroleum products, or other organic or earthen material shall be allowed to enter into or be placed where it may be washed by rainfall or runoff into any waterways.	ED, p. 118	N	Const.	Const.		
Best Management Practices (BMPs) will be utilized by the contractor(s) during construction. The BMPs will be incorporated into a Stormwater Pollution Prevention Plan for the project, as required by the Department's NPDES permit.	ED, p. 118	N	Const.	Const.		

A copy of the project PS&E must be sent to Environmental for review before finalization.

☐ **Attachments**

Melanie Burt 7/7/11

OFFICE CHIEF OF ENVIRONMENTAL PLANNING

cc: Design. Senior Envir. Plan.. File

Apr-04

Appendix F

Correspondence with the Metropolitan Transportation Commission

John Hesler

From: Bobadilla, Lauren [Lauren.Bobadilla@vta.org]

Sent: Wednesday, March 23, 2011 2:48 PM

To: John Hesler

Subject: FW: PM 2.5 Project Level Conformity POAQC Determination - I-880/I-280/Stevens Creek I/C Improvements

-----Original Message-----
From: Grace Cho [mailto:GCho@mtc.ca.gov]
Sent: Tue 2/1/2011 1:23 PM
To: Bobadilla, Lauren
Subject: PM 2.5 Project Level Conformity POAQC Determination - I-880/I-280/Stevens Creek I/C Improvements

Dear Project Sponsor,

Based on the recent interagency consultation with the Air Quality Conformity Task Force, this project does not fit the definition of a project of air quality concern as defined by 40 CFR 93.126(b)(1) or 40 CFR 93.128 and therefore not subject to further PM2.5 project level conformity requirements. Please save this email as documentation confirming the project has undergone and completed the interagency consultation requirement for PM2.5 project level conformity. Note project sponsors are required to undergo a proactive public involvement process which provides opportunity for public review as outlined by 40 CFR 93.105(e). For projects that are not of air quality concern, a comment period is only required for project-level conformity determinations if such a comment period would have been required under NEPA. For more information, please see FHWA PM2.5 Project-Level Conformity Frequently Asked Questions (FAQ).

If you have any questions, please direct them to Grace Cho of MTC by email at gcho@mtc.ca.gov or by telephone at (510) 817-5826.

Sincerely,

Grace Cho
Transportation Planner
Metropolitan Transportation Commission
101 Eighth Street
Oakland, CA 94607
Direct Line: 510-817-5826
Email: gcho@mtc.ca.gov

John Hesler

From: Sri Srinivasan [SSrinivasan@mtc.ca.gov]
Sent: Wednesday, February 09, 2011 3:16 PM
To: John Hesler
Cc: glenn_kinoshita@dot.ca.gov; melanie_brent@dot.ca.gov; Nick_Saleh@dot.ca.gov; Ashley Nguyen; Grace Cho; Harold Brazil; Lauren.Bobadilla@vta.org; Margaret.Simmons-Cross@vta.org; Tom.Fitzwater@vta.org; Ven.Prasad@vta.org
Subject: Re: I-880/I-280/Stevens Creek I/C Improvements

Interagency
:onsultation Memo ..

Hi John:

As a follow-up to our conversation:

From the AQ folks: The proposed scope change for the I-880/1-280/Stevens Creek Interchange Improvements should not trigger a regional nor a project level conformity issue. This is because: 1) Interchange reconfiguration is exempt from regional air quality conformity under 40 CFR 93.127; 2) the VMT generated on that segment for that distance would be insignificant in the regional model and the small portion of emissions would end up being accounted for in other locations of the project area; and 3) as a region, we are below our ozone and PM2.5 budgets.

However, if you are going to request a TIP revision to change the scope, I would ask that you do come to the Air Quality Confrmity Task Force and present the TIP change as one not having AQ implications. Attached is a sample memo I had crafted for a different project.

Please let me know if I can help you with anything else.

Regards

Sri

>>> "John Hesler" <jhesler@davidjpowers.com> 1/25/2011 3:46 PM >>>
Hi Sri,

As we discussed on the phone, I was referred to you by your colleague Harold Brazil, after being referred to Harold by Glenn Kinoshita of Caltrans. On behalf of Caltrans, we are seeking MTC's input as to whether the removal of a component of a project would invalidate the project's conformity determination. Here are the specifics:

The I-880/I-280/Stevens Creek I/C Improvements Project is in the RTP (ID #21719) and in the TIP (SCL070002). There are three main components of the project:

1. Reconfiguration of the existing I-880/Stevens Creek Boulevard Interchange
2. Construction of Northbound I-280 to Northbound I-880 Direct Connector Ramp
3. Construction of Off-Ramp from Northbound I-280 to Winchester Boulevard

Components 1 and 2 (shown in green in the attached figure) are funded.
Component 3 (shown in red in the attached figure) is not funded.

Caltrans is considering deleting Component 3 from the project.

Questions: Would the deletion of Component 3 invalidate the existing project conformity

determination? If so, what steps would be required to obtain a conformity determination for the changed project and how long would that process take? Finally, would this change affect the PM
2.5 determination?

One historic bit of info that may be useful: In its original form (i.e., in T-2030 and earlier versions of the TIP), the project did not include Component 3. Would that fact support a decision that removing Component
3 from the current description would not invalide the current conformity?

John M. Hesler
Vice President/Sr. Environmental Specialist David J. Powers & Associates, Inc.
(408) 248-3500, ext. 124
(408) 248-9641 (fax)

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Appendix G

FHWA
Air Quality Conformity Determination

U.S. Department of Transportation
Federal Highway Administration

California Division

650 Capitol Mall, Suite 4-100
Sacramento, CA 95814
(916) 498-5001

June 2, 2011

In Reply Refer To:
HDA-CA
EA 445600

Bijan Sartipi, District Director
California Department of Transportation
111 Grand Avenue
P.O. Box 23360
Oakland, CA 94612

Attention: Allen Baradar, Office Chief, Chief of Environmental Engineering

Dear Mr. Baradar:

SUBJECT: FHWA Project Level Conformity Determination for the SR-17/I-280/I-880 Interchange and I-880/Stevens Creek Boulevard Interchange Project, Santa Clara County

On May 20, 2011, the California Department of Transportation (Caltrans) submitted to the Federal Highway Administration (FHWA) a request for a project level conformity determination for the SR-17/I-280/I-880 Interchange and I-880/Stevens Creek Boulevard Interchange Project in Santa Clara County. The project is in an area that is designated Nonattainment for Ozone and $PM_{2.5}$ and Maintenance for Carbon Monoxide (CO).

The project level conformity analysis submitted by Caltrans indicates that the transportation conformity requirements of 40 C.F.R. Part 93 have been met. The project is included in the Metropolitan Transportation Commission's (MTC) currently conforming *Transportation 2035 Plan (RTP)* and the *2011 Regional Transportation Improvement Program (FTIP).* The current conformity determinations for the RTP and FTIP were approved by FHWA and the Federal Transit Administration (FTA) on December 14, 2010. The design concept and scope of the preferred alternative have not changed significantly from those assumed in the regional emissions analysis.

As required by 40 C.F.R. 93.116 and 93.123, the localized CO and $PM_{2.5}$ analyses are included in the documentation. The CO hotspot analysis was conducted using the *Transportation Project-Level Carbon Monoxide Protocol.* The analyses demonstrate that the project will not create any new violation of the standards or increase the severity or number of existing violations.

Based on the information provided, FHWA finds that the Conformity Determination for the SR-17/I-280/I-880 Interchange and I-880/Stevens Creek Boulevard Interchange Project in Santa Clara County conforms to the State Implementation Plan (SIP) in accordance with 40 C.F.R. Part 93.

If you have any questions pertaining to this conformity finding, please contact Stew Sonnenberg, FHWA Air Quality Specialist, at (916) 498-5889 or by email at Stew.Sonnenberg@dot.gov .

Sincerely,

For
Robert F. Tally Jr.
Acting Division Administrator

Improvements at SR-17/I-280/I-880 Interchange and I-880/Stevens Creek Boulevard Interchange

Project Approval/Environmental Document Phase

Project-Level PM2.5 Conformity Documentation

Santa Clara County, California
04-SCL-280 (PM 5.10-5.10)
04-SCL-880 (PM0.00-0.70)
EA 4405600

Prepared by
California Department of Transportation, District 4
111 Grand Avenue
Oakland, CA 94623

May 2011

PROJECT-LEVEL PM2.5 CONFORMITY DOCUMENTATION

Improvements at SR-17/I-280/I-880 Interchange and I-880/Stevens Creek Boulevard Interchange

Santa Clara County, California
04-SCL-280 (PM 5.10-5.10)
04-SCL-880 (PM0.00-0.70)
EA 4405600

Prepared by: _____ Date: 5/19/2011
Lauren Bobadilla
Senior Environmental Planner
Environmental Programs and Resources Management
VTA

Reviewed by: _____ Date: 5/19/2011
Tom Fitzwater, AICP
Manager
Environmental Programs and Resources Management
VTA

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Appendices

A Project Assessment Form for PM2,S Interagency Consultation

B PM" Project-Level Conformity POAQC Determination

C Shortened Review Period Materials

D Public Participation Materials

Overview

The California Department of Transportation (Caltrans), in cooperation with the Santa Clara Valley Transportation Authority (VTA), proposes to construct the *Improvements at SR-17/I-280/I-880 Interchange and I-880/Stevens Creek Boulevard Interchange Project* (Project) to improve operations and safety on the freeways and local roadways in the vicinity of the closely-spaced I-880/Stevens Creek Boulevard and SR-17/I-280/I-880 interchanges; improve traffic circulation between the I-280/I-880 freeway corridors and the land uses that are located in the vicinity of these interchanges, including residential neighborhoods in the cities of San Jose and Santa Clara, several major shopping centers and retail corridors, and two hospitals; and reduce traffic congestion and delay in the project area. The Project would reconfigure the I-880/Stevens Creek Boulevard interchange and construct a northbound I-280 to northbound I-880 direct connector ramp.

The Project is located in the City of San Jose, Santa Clara County, in the San Francisco Bay Area. The U.S. Environmental Protection Agency (EPA) designated the Bay Area as nonattainment for the nation 24-hour fine particle (PM2.5) standards. In accordance with EPA Final Conformity Rule EPA420-F-10-00l, certain projects in nonattainment areas for particulate matter less than or equal to 2.5 microns in diameter (PM2.5) are required to engage in interagency consultation and complete PM2.5 hot-spot analyses as part of the project-level conformity determination process.

This document describes the PM2.5 conformity process for the Project, as part of a request for a project-level air quality conformity determination from the Federal Highway Administration (FHWA).

The project-level PM2.5 conformity process consists of two related activities, which are described in more detail in Sections 2 and 3, respectively:

- Interagency consultation for PM2.5 in accordance with 40 Code of Federal Regulations (CFR)Section 93.105*;* and
- Public participation in the project-level conformity determination in accordance with 40 CFR 93.105(e).

Interagency Consultation

In the San Francisco Bay Area, interagency consultation is facilitated through the Metropolitan Transportation Commission's (MTC's) Air Quality Conformity Task Force. The consultation process begins when a project sponsor submits a Project Assessment Form for PM2.S interagency consultation to the MTC through its Fund Management System (FMS) database. Each month, the MTC distributes the forms to the Air Quality Conformity Task Force. The task force then reviews each form and determines whether each project is a project of air quality concern and, therefore, requires a PM2.5 hot-spot analysis. Note: The Project's FMS identification number is 1956.00 and Regional Transportation Improvement Program (TIP) number is SCL070002. The following summarizes the consultation process completed for the Project.

VTA submitted a Project Assessment Form for PM2.5 interagency consultation to MTC in January 2011. The form is included as Appendix A. Staff from VTA presented the Project to the Air Quality Conformity Task Force on January 18, 2011. The presentation included a brief overview of the Project, the status of the Project, and a summary of the Project with respect to the criteria for a Project of Air Quality Concern (POAQC) as defined in Title 40 CFR Part 93. At the meeting, participating members made a tentative determination that the Project is not a POAQC. MTC then followed up with FHWA and FTA, Task Force members who were not present at the meeting. FHWA and FTA concurred with the tentative Task Force determination that the Project is not a POAQC. A copy of the Air Quality Conformity Task Force Summary Meeting Notes for January 18, 2010 is attached as Appendix B. On April 6, 2011, the MTC confirmed by email to VTA that the Air Quality Conformity Task Force determined that the Project does not fit the definition of a POAQC as defined by 40 CFR 93.126(b)(1) or 40 CFR 93.128 and, therefore, is not subject to further PM 2.5 project-level conformity requirements. The e-mail containing this determination is also included in Appendix B.

Public Participation

The draft environmental document for the Project, a Revised and Recirculated Draft Environmental Impact Report/Environmental Assessment (Draft EIR/EA), was released for public review and comment on April 18, 2011. The 30-day public review period ended on May 18, 2011. The shortened review period (30 days instead of 45 days)was granted by the State Clearinghouse because the Revised and Recirculated Draft EIR is a revised version of the November 2010 Draft EIR/EA, which was publicly circulated from November 5, 2010 through January 3, 2011. The Revised and Recirculated Draft EIR/EA includes revisions made in response to comments received from agencies and the public on the November 2010 Draft EIR/EA. In this case, one of the three major components of the project, the new off-ramp at Winchester Boulevard, was eliminated and supplemental traffic, noise, and air quality analyses were completed in response to the comments. The only public agency that commented on the November 2010 Draft EIR/EA agreed to the shortened review period for the Revised and Recirculated Draft EIR/EA. Copies of the materials relating to the shortened review period are included in **Appendix C**.

VTA invited the public to review and comment on the Revised and Recirculated Draft EIR/EA which included documentation on the PM2.5 conformity process and determination by the Air Quality Conformity Task Force that the Project is not a POAQC, through the following means:

- Notices published in the San Jose Mercury News, Korea Times, El Observador, Philippine Times, Santa Clara Weekly, Sing Tao, and Thoi Bao newspapers;
- Public Notice of Availability mailers sent to over 14,400 residents and property owners in the project area; and
- Open House/Public Hearing held on May 4, 2011.

Copies of these notification materials are included in **Appendix D.**

No comments on project-level PM2.5 conformity were received during the comment period ending on May 18, 2011. At the completion of the public comment period, Caltrans and VTA will provide FHWA with a memorandum documenting the outcome and completion of the public involvement process for the Project.

Appendix A

Project Assessment Form for PM2.5 Interagency Consultation

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

RTIP ID# *(required)* 21719

TIP ID# *(required)* SCL070002

Air Quality Conformity Task Force Consideration Date
January 15, 2011

Project Description *(clearly describe project)*
Construct improvements to the SR-17/I-280/I-880*, I-280/Winchester Boulevard, and I-880/Stevens Creek Boulevard interchanges as follows (See attached Exhibit A):

- Reconfigure the I-880/Stevens Creek Blvd. Interchange by removing loop off-ramps, realigning and widening existing off- and on-ramps, widening the overcrossing structure, separating traffic for NB CD ramp, improving NB I-880 diagonal on-ramp, improving SB I-880 ramp to Stevens Creek Blvd., improving the intersection of the NB I-280/I-880 ramp termini at Stevens Creek Blvd.
- Construct a new NB I-280 to NB I-880 direct connector ramp; and
- Construct an off-ramp from NB I-280 to Winchester Blvd. There are two design options under consideration for the terminus of the new off-ramp: the 5-Legged Intersection Design Option and the Hook-Ramp Design Option.

Project will be constructed in multiple phases.
*SR-17 and I-880 are the same highway. North of I-280 the freeway is designated as I-880 and south of I-280 the freeway is designated as SR-17.

Type of Project: Reconfigure existing interchanges

County	**Narrative Location/Route & Postmiles --** Project is located at the connection of SR-17, I-880, and I-280 in the City of San Jose, Santa Clara County, California. The project limits along I-880 extend from I-280 on the south to approximately Forest Ave. on the north. The project limits along I-280 extend from just west of Winchester Blvd. to approximately MacArthur Ave. on the east. SCL-17 (PM 13.80-13.94), SCL-280 (PM 4.50-6.00), SCL-880 (PM 0.00–1.00) **Caltrans Projects – EA#** 445600
Santa Clara	

Lead Agency: California Department of Transportation c/o Santa Clara Valley Transportation Authority (VTA)

Contact Person	**Phone#**	**Fax#**	**Email**
Lauren Bobadilla	408-321-5776	408-321-5787	Lauren.bobadilla@vta.org

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)	X **EA or Draft EIS**	**FONSI or Final EIS**	**PS&E or Construction**	**Other**

Scheduled Date of Federal Action: Spring 2011

NEPA Delegation – Project Type *(check appropriate box)*

Exempt	**Section 6004 – Categorical Exemption**	X **Section 6005 – Non-Categorical Exemption**

Current Programming Dates *(as appropriate)*

	PE/Environmental	**ENG**	**ROW**	**CON**
Start	2006	2006	2011	2012
End	2011	2012	2012	2014

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

Project Purpose and Need (Summary): *(please be brief)*

Purposes*:*

- Improve operations and safety on the freeways and local roadways in the vicinity of the closely-spaced I-880/Stevens Creek Blvd., SR-17/I-280/I-880, and I-280/Winchester Blvd. interchanges.
- Improve access between the I-280/I-880 freeway corridors and the land uses in the vicinity.
- Reduce the operational and safety problems that result from very high traffic demand at the I-880/Stevens Creek Blvd. interchange and on Stevens Creek Blvd.
- Reduce traffic congestion and delay in the project area and on the freeways and local roadways.

Needs: There are several factors which, both individually and cumulatively, contribute to the congestion and delay on the freeways and local streets in the project area:

- Substantial regional and local residential and commercial growth has occurred along the SR-17/I-880, and I-280 corridors resulting in substantial peak period congestion.
- Proximity of the SR-17/I-880/I-280 freeway-to-freeway interchange to two adjacent interchanges, each of which connects to a major arterial street.
- No direct access to the immediate area from northbound I-280.
- Deficiencies of cloverleaf interchange design at I-880/Stevens Creek Blvd**.**

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The project is located in an urban area in the westerly part of the City of San Jose. The existing land uses along I-280 and SR-17/I-880 within the project limits primarily fall into one of two categories: commercial or residential.

General Commercial uses are primarily located along Stevens Creek Blvd. and Winchester Blvd., the two main arterial streets in the area and along the western end of Tisch Way. Regional Commercial uses, the Westfield Valley Fair shopping mall and Santana Row, are located on north and south sides of Stevens Creek Blvd, west of I-880 and east of Winchester Blvd. Residential uses are located on the east and west sides of I-880/SR-17 and on the north and south sides of I-280. Office Uses are located on the east side of I-880, along Forest and Monroe avenues south of Stevens Creek Blvd and on the south side of I-280 along Moorpark Ave. Other land uses in the area include mobile home park, church and elementary school, hospital, and the Winchester Mystery House. See attached Exhibit B.

$PM_{2.5}$ Project Assessment Form for Interagency Consultation

Opening Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Not applicable.

RTP Horizon Year / Design Year: If facility is a highway or street, Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

Not applicable.

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

Opening Year: 2015 (See Table 1 below)
I-880: No-Build: AADT = 227,900, Truck AADT = 6,381 (2.8%)
Build: AADT = 227,900, Truck AADT = 6,381 (2.8%)
I-280: No-Build: AADT = 241,152, Truck AADT = 7,476 (3.1%)
Build: AADT = 241,152, Truck AADT = 7,476 (3.1%)
Stevens Creek Boulevard:
No Build AADT = 93,000, Truck AADT = 2,790 (3%)
Build, AADT = 93,500, Truck AADT = 2,805 (3%)
Winchester Boulevard:
No Build AADT = 59,100, Truck AADT = 1,773 (3%)
Build, AADT = 60,500, Truck AADT = 1,815 (3%)
Truck percentages are based on Caltrans' Traffic Volumes and Truck Traffic data.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

RTP Horizon Year: 2035 (See Table 1 below)
I-880: No-Build: AADT = 231,500, Truck AADT = 6,482 (2.8%)
Build: AADT = 231,500, Truck AADT = 6,482 (2.8%)
I-280: No-Build: AADT = 244,124, Truck AADT = 7,568 (3.1%)
Build: AADT = 244,324, Truck AADT = 7,574 (3.1%)
Stevens Creek Boulevard:
No Build AADT = 96,400, Truck AADT =2,892 (3%)
Build AADT = 96,400, Truck AADT = 2,892 (3%)
Winchester Boulevard:
No Build AADT = 61,700, Truck AADT =1,851 (3%)
Build, AADT = 61,700, Truck AADT =1,851 (3%)
Truck percentages are based on Caltrans' Traffic Volumes and Truck Traffic data.

Opening Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Not applicable.

RTP Horizon Year / Design Year: If facility is a bus, rail or intermodal facility/terminal/transfer point, # of bus arrivals for Build and No Build, % and # of bus arrivals will be diesel buses

Not applicable.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

Based on the *Traffic Operations Analysis Report* (June 2010), the project would:

- Remove a number of existing merge/weave constraints and separate regional (NB I-280 to NB I-880) and local traffic (NB I-280 to Stevens Creek Blvd.).
- Improve flow through the I-880/Stevens Creek Blvd. interchange and increase the capacity of Stevens Creek Blvd. through the interchange.
- Provide significant reduction in congestion on NB I-280 and eliminate existing bottlenecks and queue spillback from I-880/Stevens Creek Blvd. exit.
- Cause back-up, during AM, on the connector from SB I-880 to NB I-280 due to the continuation of the fourth lane on NB I-280 which would affect the merge.
- Produce overall significant reductions in freeway vehicle hours of delay in all time periods.
- Increase volumes and delays on Winchester Blvd. but lower delays on Stevens Creek Blvd.
- Under the Hook Ramp Design Option, result in LOS F at the new ramp terminal intersection (ramp/Tisch) and LOS D at the Winchester/Tisch intersection during the PM peak hour. Under AM and Saturday peak conditions, these intersections would operate at LOS D or better.
- Under the 5-Legged Design Option, result in LOS E at the ramp terminal/Winchester/Tisch intersection during both the PM and Saturday peaks.
- Under the 5-Legged Design Option, convert Tisch Way to one-way, westbound, at the Winchester/Tisch intersection.

Traffic Operations Analysis Report, June 2010

Comments/Explanation/Details *(please be brief)*

The project is not considered a POAQC, as defined in 40 CFR 93.123(b)(1), for the following reasons:

- The project is not a new or expanded highway project with a significant number of or increase in diesel vehicles.
- The project does not affect intersections that are or will be at LOS D, E, or F with a significant number of diesel vehicles.
- The project does not include the construction of a new bus or rail terminal with a significant number of diesel vehicles congregating at a single location.
- The project does not expand an existing bus or rail terminal with significant increases in the number of diesel vehicles congregating at a single location.
- The project is not in or affecting locations, areas, or categories of sites that are identified in the PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project is an interchange reconstruction project that does not increase the capacity of the surrounding freeways or highways (I-880, I-280 and SR 17) or generate more traffic. This type of project improves freeway interchange operations by reducing traffic congestion and improving merge operations.

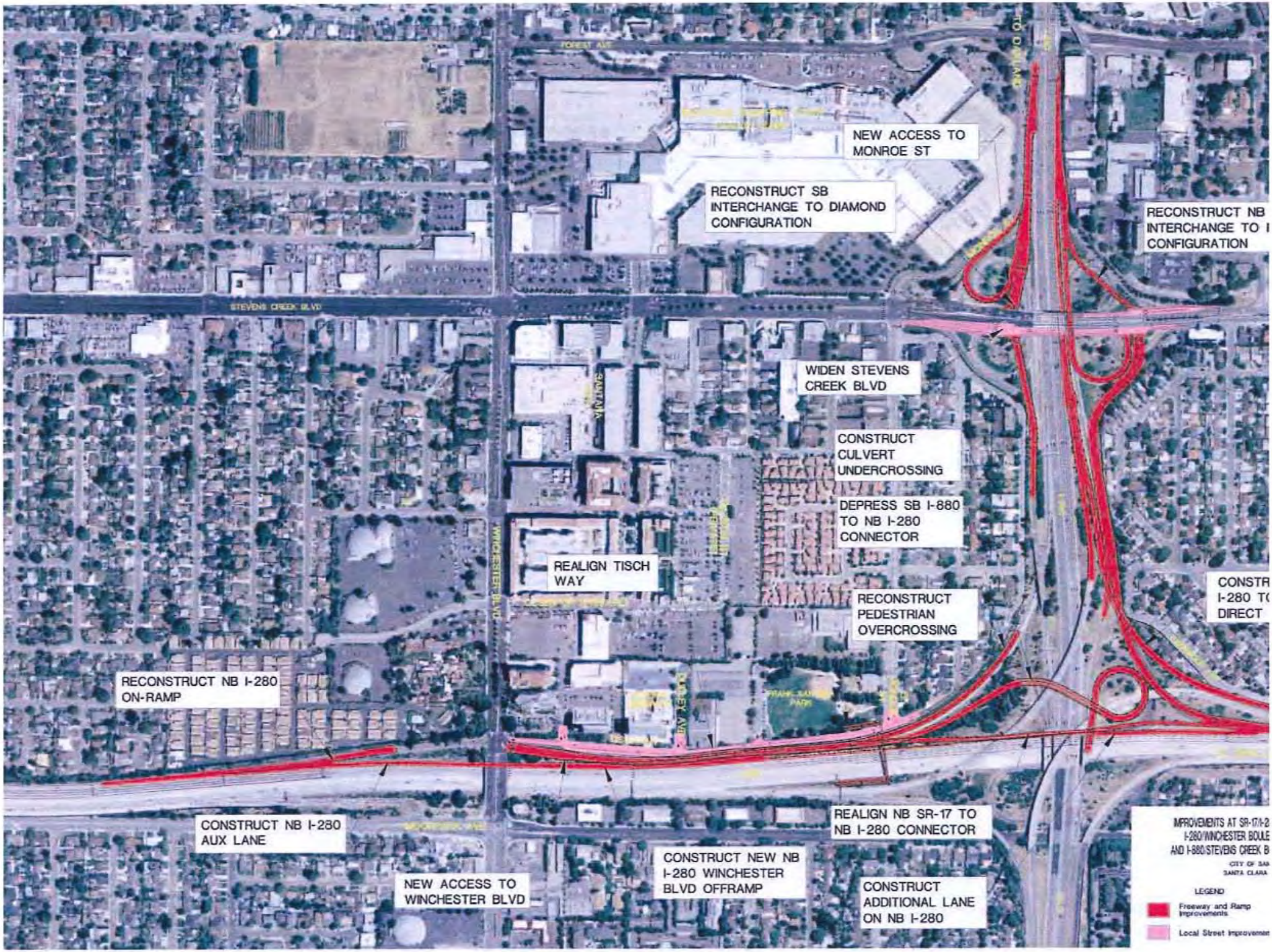
Based on the *Traffic Operations Analysis Report* (June 2010), the project would slightly increase the capacity of Stevens Creek Boulevard through the interchange. However, the traffic volumes along Stevens Creek and Winchester boulevards would not exceed the 125,000 average daily trips threshold for a POAQC. In addition, the total truck percentages along the freeways and local roads would not exceed the 8 percent threshold, and the total truck average annual daily traffic would not exceed the 10,000 vehicle threshold for a POAQC. The future traffic volumes along I-880, I-280, Stevens Creek Boulevard and Winchester Boulevard are shown in Table 1 below. SR-17 traffic volumes are not shown because the only changes are to some ramps that connect to SR-17 and there are no changes to the mainline traffic on SR-17.

Therefore, the project meets the Clean Air Act requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The project will not create a new or worsen an existing PM10 or PM2.5 violation.

Table 1 – AADT

Location		Estimated AADT Existing	Estimated AADT – 2015 No-Build	Estimated AADT – 2015 Build	Estimated AADT – 2035 No-Build	Estimated AADT – 2035 Build
Freeways						
I-880 Southbound	Trucks (2.8%)	2,803	3,346	3,346	3,382	3,382
	Autos	100,100	119,500	119,500	120,800	120,800
I-880 Northbound	Trucks (2.8%)	2,755	3,035	3,035	3,100	3,100
	Autos	98,400	108,400	108,400	110,700	110,700
I-280 Southbound	Trucks (3.1%)	3,410	4,255	4,255	4,245	4,245
	Autos	110,000	137,252	137,252	136,924	136,924
I-280 Northbound	Trucks (3.1%)	2,579	3,221	3,221	3,323	3,329
	Autos	83,200	103,900	103,900	107,200	107,400
Local Roads						
Stevens Creek Blvd.	Trucks (3%)	2,050	2,790	2,805	2892	2892
	Autos	68,400	93,000	93,500	96,400	96,400
Winchester Blvd.	Trucks (3%)	1,525	1773	1,815	1,851	1,851
	Autos	50,800	59,100	60,500	61,700	61,700

DKS Associates, *Traffic Operations Analysis Report* (June 2010)


NEW ACCESS TO MONROE ST
RECONSTRUCT SB INTERCHANGE TO DIAMOND CONFIGURATION
RECONSTRUCT NB INTERCHANGE TO I CONFIGURATION
STEVENS CREEK BLVD
WIDEN STEVENS CREEK BLVD
CONSTRUCT CULVERT UNDERCROSSING
DEPRESS SB I-880 TO NB I-280 CONNECTOR
REALIGN TISCH WAY
RECONSTRUCT PEDESTRIAN OVERCROSSING
CONSTR I-280 TO DIRECT
WINCHESTER BLVD
RECONSTRUCT NB I-280 ON-RAMP
CONSTRUCT NB I-280 AUX LANE
REALIGN NB SR-17 TO NB I-280 CONNECTOR
CONSTRUCT NEW NB I-280 WINCHESTER BLVD OFFRAMP
NEW ACCESS TO WINCHESTER BLVD
CONSTRUCT ADDITIONAL LANE ON NB I-280
IMPROVEMENTS AT SR-17/I-2
I-280/WINCHESTER BOULE
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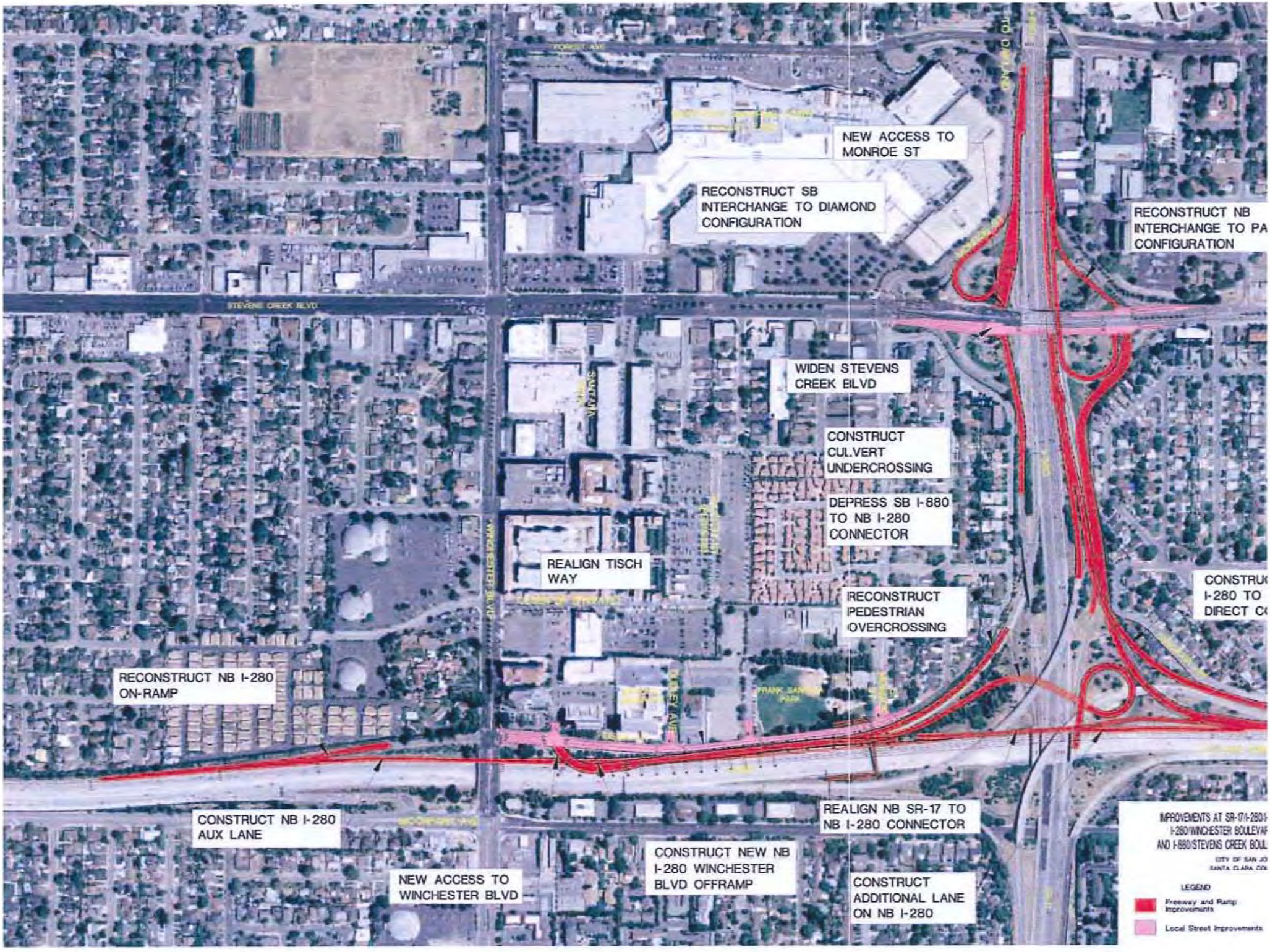
Freeway and Ramp Improvements
Local Street Improvemen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CONSTRUCT NB I-280 AUX LANE
REALIGN NB SR-17 TO NB I-280 CONNECTOR
CONSTRUCT NEW NB I-280 WINCHESTER BLVD OFFRAMP
NEW ACCESS TO WINCHESTER BLVD
CONSTRUCT ADDITIONAL LANE ON NB I-280
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Local Street Improvements

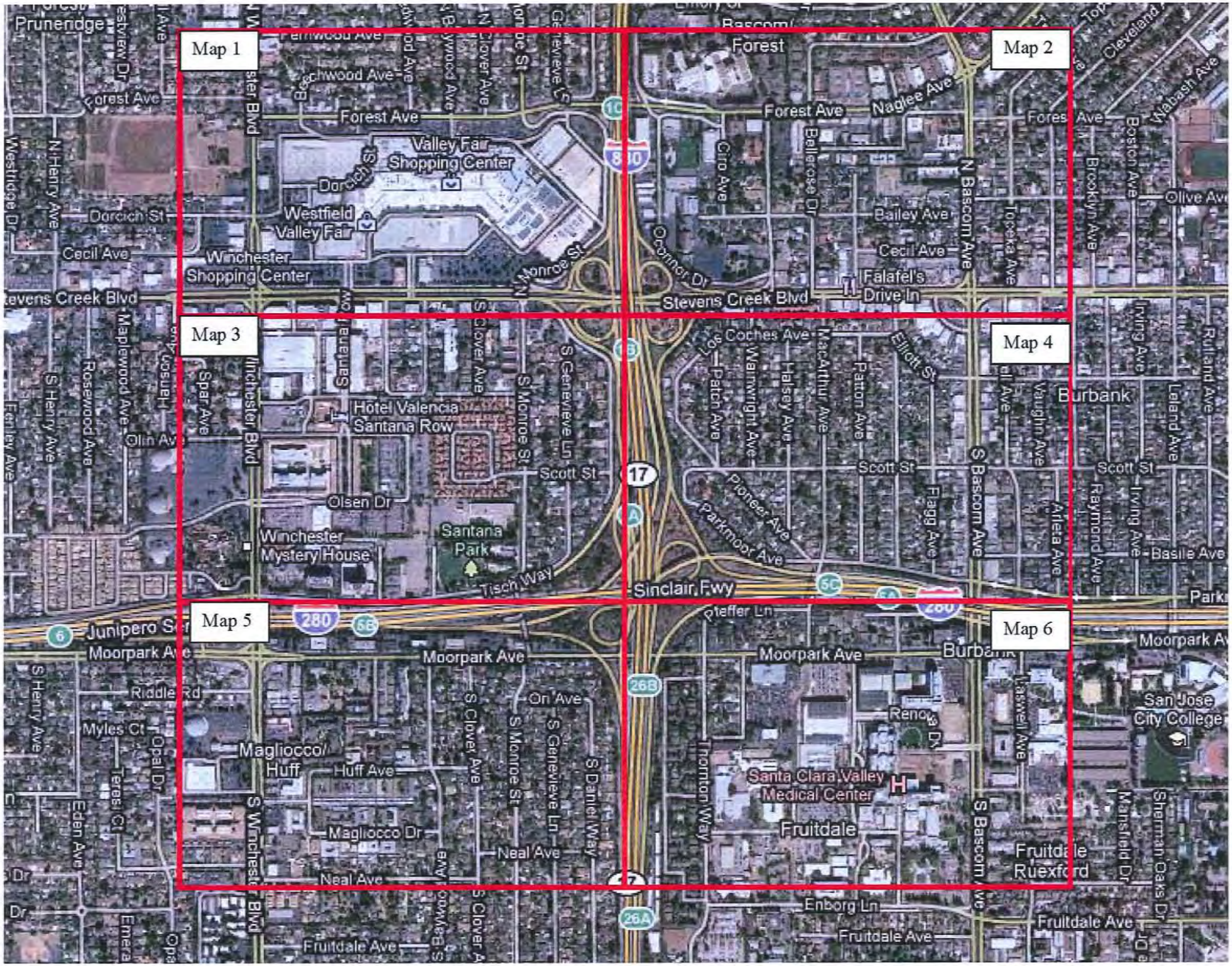

Map 1
Map 2
Map 3
Map 4
Map 5
Map 6
Pruneridge
Forest
Forest Ave
Valley Fair Shopping Center
Westfield Valley Fair
Winchester Shopping Center
Stevens Creek Blvd
Naglee Ave
Bailey Ave
Cecil Ave
Falafel's Drive In
Hotel Valencia Santana Row
Santana Row
Olsen Dr
Winchester Mystery House
Santana Park
Tisch Way
Sinclair Fwy
Coches Ave
Scott St
Pioneer Ave
Parkmoor Ave
Burbank
Moorpark Ave
Riddle Rd
On Ave
Magliocco/ Huff
Huff Ave
Magliocco Dr
Neal Ave
Fruitdale
Santa Clara Valley Medical Center
San Jose City College
Fruitdale Ruexford
Enborg Ln
Fruitdale Ave
Junipero Serra
Winchester Blvd
N Bascom Ave
S Bascom Ave
S Monroe St
S Clover Ave
S Genevieve Ln
Olive Ave
Basile Ave

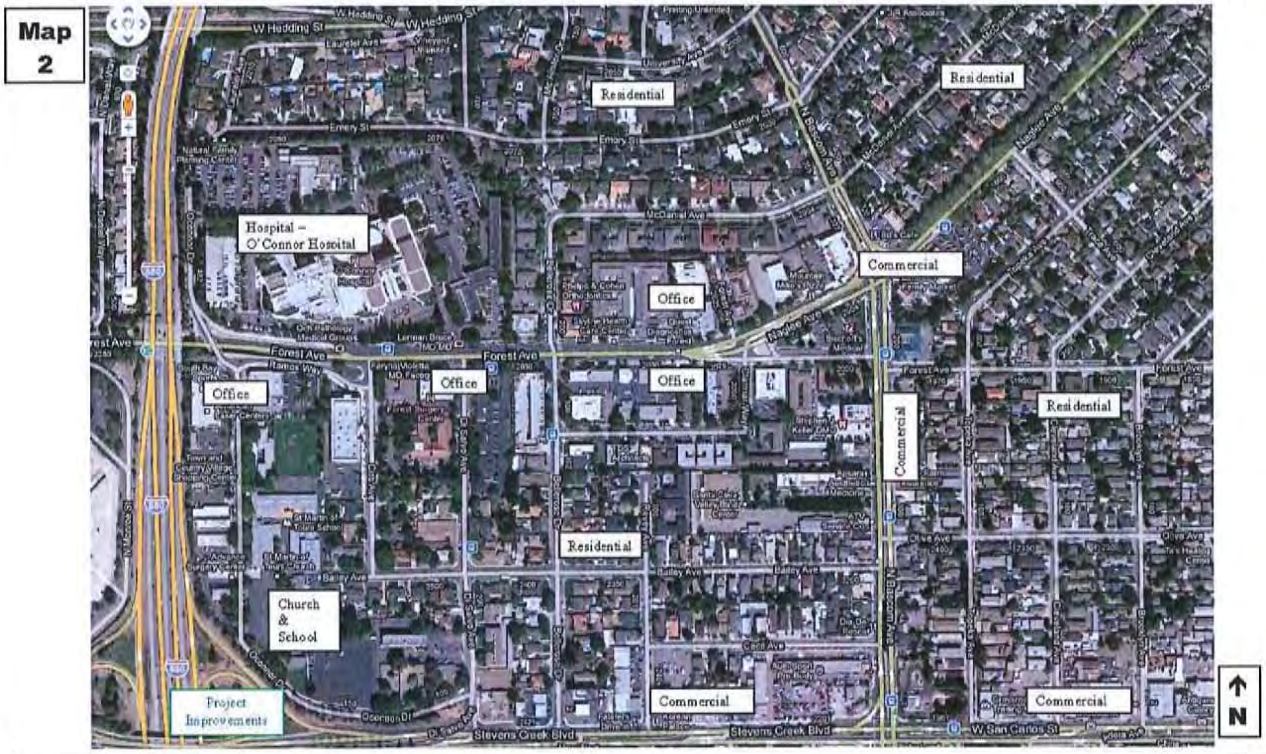
EXHIBIT B

Improvements at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Project

Surrounding Land Use/Traffic Generators

EXHIBIT B

Improvements at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Project



Surrounding Land Use/Traffic Generators

EXHIBIT B

Improvements at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Project

Surrounding Land Use/Traffic Generators

EXHIBIT B

Improvements at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Project

Surrounding Land Use/Traffic Generators

EXHIBIT B

Improvements at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Project

Surrounding Land Use/Traffic Generators

EXHIBIT B

Improvements at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Project

Surrounding Land Use/Traffic Generators

Appendix B

PM2.5 Project-Level Conformity POAQC Determination

Air Quality Conformity Task Force
Summary Meeting Notes
January 18, 2010

Attendance:
Ginger Vagenas – EPA
Ted Matley – FTA
Joseph Vaughn– FHWA
Dick Fahey – Caltrans
Mike Brady – Caltrans
Andrea Gordon – BAAQMD
Saravana Suthanthira – ACTC
Marcella Rensi – VTA
Jim McKim – SMCTA
Scott Kelsey – URS
Jeff Zimmerman – URS
Lynn McIntyre – URS
Mark Papano – City of Novato
Julian Skinner – City of Novato
Janet Adams – STA
Scott Steinwert – Circle Point
Shannon Hatcher – ICF
SunMee Imm – Caltrans
Kelly Hirschberg – Caltrans
Glenn Kinoshka – Caltrans
Christina Jaworski – VTA
Laurel Poeton – ACTC
Lauren Bobadilla – VTA
David Kobayashi – VTA
Ashley Nguyen – MTC
Grace Cho – MTC
Brenda Dix – MTC
Harold Brazil – MTC
Sri Srinivasan – MTC
Adam Crenshaw - MTC

1. **Welcome and Self Introductions:** Ashley Nguyen (MTC) called the meeting to order at 9:45am. See attendance roster above. She stated the purpose of the task force meeting was primarily to .conduct interagency consultation for $PM_{2.5}$ project level conformity.

2. **$PM_{2.5}$ Interagency Consultations:** Ashley asked each project sponsor give a brief project summary before the Task Force begins to ask questions. Ashley briefly explained the federal agencies are the decision makers in determining project of air quality concern status (POAQC) and therefore since FHWA and FTA staff are not in attendance of the meeting she asked that POAQC determinations be considered tentative until feedback is received about the project's POAQC status from FHWA and FTA. Note: FHWA and FTA staff joined the meeting later, and their comments are as noted below.

POAQC Status Determinations
City of Novato – Novato Boulevard Improvements – Diablo to Grant
Julian Skinner (City of Novato) explained the project is a two-lane widening project that spans approximately 7/10th of a mile. The project improves this main arterial through Novato by adding a through lane in each direction, a left turn lane, a center median, class 2 bicycle lanes in each direction, continuous curb, gutter, and sidewalk in each direction. The project also has three signals which will be upgraded and there will be acquisition of 30 individual parcels for the right of way. The City of Novato looks to complete environmental review this year. With the new capacity improvements, the project will see truck traffic volumes remain less than 3% and heavy duty diesel remains at less than 1% in the build scenario. The ADT is around 20,000 currently and projections into 2030/2035 place the ADT at approximately 28,000.

Dick Fahey (Caltrans) asked if there was a significant difference in truck volumes between the build and no build scenarios. Julian answered by mentioning since the existing facility is already a truck route, there is not much difference seen. Ginger Vagenas (EPA) asked when the traffic counts were taken, and Mark Papano (City of Novato) answered saying the counts were taken in May 2008, but were confirmed again in a recent traffic count in December 2010. Ginger also asked the City of Novato to provide additional information regarding the underlying assumptions and details about the traffic counts, which Julian agreed he would send that information to Grace Cho (MTC).

Joseph Vaughn (FHWA) jumped into the conversation with a brief process question regarding MTC's interagency consultation process. Ashley answered MTC modeled the interagency consultation process and using the same project form as the southern California region (SCAG). Joseph then stated since he has not had an opportunity to review the materials, he would not be making any determinations on behalf of FHWA at the meeting, but will provide input and relay what was said at the meeting with our regular regional FHWA representative.

Mike Brady (Caltrans) joined in stating the reasons he believed the project is not a POAQC. Based on his observation, the project is not affecting the freeway and the truck and traffic counts for Novato boulevard are well under the EPA threshold criteria, for purposes of conformity the project is not a POAQC. Dick, Ashley, and Ginger concurred with Mike's decision. The Task Force concurred that this project is not a POAQC subject to confirmation and concurrence from FHWA and FTA

Final Determination: MTC followed up with FHWA and FTA regarding the project after the Task Force consultation. FHWA and FTA concurred with the tentative Task Force determination that this project is not a project of air quality concern.

San Mateo County Transportation Authority: US 101 Broadway Interchange Improvements
Jim McKim (SMCTA) and Jeff Zimmerman (URS) explained the project will reconstruct the interchange at US 101 and Broadway in Burlingame. Jeff explained the existing interchange is a horseshoe ramp which the project proposes to replace the ramp to a more conventional overcrossing to help improve operations. The project does not make any changes to US 101. The project will help remove inefficiencies with entering and exiting interchange and under the build scenarios level-of-service (LOS) all improve. On the freeway, weave and merge movements are improved as well. The project looks to complete the environmental document by March 1, 2011 and during the public review and comment period the project did not receive any comment regarding the air quality.

Lynn McIntyre (URS) then explained how the project did not meet several of the general criteria for a POAQC. Of the POAQC criteria met, Lynn countered the project would result in improvements in air quality because LOS improves and there is a large reduction in idling time.

Dick pointed out the project's traffic count and truck volumes are well below the EPA thresholds and the project does not affect the mainline, setting up the determination the project is not a POAQC.

Seeing there was no further discussion regarding the project, Ashley asked the Task Force take action on making a tentative determination. All agencies present at the Task Force, including Caltrans, EPA, and MTC agreed that this project is not a POAQC subject to confirmation and concurrence from FTA and FHWA.

Lynn asked about the public notice requirement once a POAQC determination has been made. For this project, SMCTA and URS plan to issue a 15-day public review and comment period once the POAQC determination has been made because of scheduling constraints. From her understanding of reviewing the $PM_{2.5}$ regulations regarding public notification, the body which conducts interagency consultation has discretion if this period of time is acceptable. SMCTA and URS asked the Task Force if a separate 15-day public review period is acceptable.

Mike responded by saying that the review period is suppose to parallel and be consistent with the NEPA review period. If the two actions are occurring at the same time, then the $PM_{2.5}$ project level conformity public review requirement can be combined with the NEPA public review. Since the project has already completed the review and after some debate, the Task Force agreed that a separate 15-day public review period is acceptable based on what has been seen done with other projects throughout the State.

Final Determination: MTC followed up with FHWA and FTA regarding the project after the Task Force consultation. FHWA and FTA concurred with the tentative Task Force determination that this project is not a project of air quality concern.

Santa Clara Valley Transportation Authority (VTA): I-880/I-280/Stevens Creek Interchange Improvements

Lauren Bobadilla (VTA) explained the project would make modifications to three interchanges which are all in very close proximity to each other. The three combined interchange modifications would improve operational efficiencies, improve traffic circulation, and is not projected to increase traffic. The purpose of the project is to help relieve congestion in the corridor, which can get very high at certain times of the year. The interchange between Stevens Creek and I-880 would modify the existing clover leaf interchange into a partial clover leaf. The project will build a direct connector between northbound I-280 and northbound I-880. Currently this connection is made by going southbound on I-280 and merge and weave between traffic trying to make the northbound connection onto I-280 and I-880. At Winchester off I-280, VTA also looks to construct another off ramp from I-280 on to Winchester. Surrounding land uses include a regional shopping center at Stevens Creek and I-880, mixed use development, commercial uses along Stevens Creek and Winchester, schools, churches and a hospital in the northeastern section. The traffic report which was completed in June 2010, illustrated the truck traffic count is 2.8% along the main corridor and 3% on local streets. Lauren also noted the traffic volumes between the no build and the build scenarios remain the same.

Dick asked Lauren if the purpose of the project is to improve traffic circulation. Lauren responded that is correct. Ashley further asked that since the project improves circulation, if the traffic volumes and truck volumes will remain the same. Lauren also confirmed the traffic and truck volumes would remain the same.

Mike mentions he is very familiar with the project area and the congestion experienced in the corridor. He asked Lauren if the total traffic volume in the horizon year is above the threshold set in EPA's guidance. Lauren responded yes that is the case, but the truck volumes are well below the threshold. Mike followed up by asking the Task Force if the fact the existing freeway volumes are above the threshold despite the truck volumes and other criteria are below the threshold make the project a POAQC. Mike felt the project is very borderline POAQC with many similar projects he has seen over time go either way. He also felt this project was not reducing congestion enough that it would increase capacity. Ashley stated she believed the project would not be a POAQC because the other criteria are below the EPA guideline thresholds and will remain unchanged. Ginger also mentioned EPA is really looking for the air quality impacts as a result of the changes in the construction of the project. David Kobayashi (VTA) stated the truck volumes were prepared by consultant help and the project has been approved by Caltrans and therefore VTA is very confident the volumes only change slightly between the build and no build scenarios. After discussion between the Task Force members, and noting the small degree of change in truck traffic volumes between the build and no build, the Task Force agreed that this project is not POAQC subject to confirmation and concurrence from FHWA and FTA.

Final Determination: MTC followed up with FHWA and FTA regarding the project after the Task Force consultation. FHWA and FTA concurred with the tentative Task Force determination that this project is not a project of air quality concern.

Santa Clara Valley Transportation Authority (VTA): US 101 Auxiliary/HOV Lanes from State Route 85 to San Mateo County Line

Christina Jaworski (VTA) explained the project completed the state environmental review process in 2009, but are in need of a conformity determination because the project will need an Army Corps of Engineers section 404 permit. The project is located in Mountain View and Palo Alto and looks to make modifications to US 101 in order to improve traffic operations along the congested corridor. The project will add auxiliary lanes in various locations along the north and southbound freeway to allow for more room for merging to occur. There are some large interchanges along US 101 fairly close together, which with the high volume of traffic, additional room is need to help facilitate merging and interchange to interchange trips. The project will also widen three bridges along the corridor, which is why VTA needs an Army Corps permit. Additional features include extending direct HOV connectors and some ramp improvements, such as converting an HOV lane to a mixed flow lane on a ramp.

One the project was opened up for questions, Joseph asked Christina to confirm that VTA was seeking consultation in order to receive an Army Corps section 404 permit. She confirmed that was the case because Caltrans had advised VTA the project was seeking a federal action that triggered project level conformity. Joseph followed up asking if the Army Corps had specifically asked for project level conformity determination and Christina responded saying she did not believe the Army Corps specifically asked for the conformity determination. Mike then asked if any NEPA documentation was completed for the project, Christina and Ashley both clarified the project did not use any federal funds and at the time and only federal action being sought is a Army Corps section 404 permit so therefore only a CEQA document was necessary.

Mike was concerned that general conformity may be necessary since transportation conformity was completed for this project. Ashley clarified saying that the Army Corps had not asked VTA for a general conformity determination, but Caltrans had believed project level transportation conformity applied to the project and therefore the project needed to undergo interagency consultation. .The Task Force continued to discuss the type of conformity the project is subject to based on knowing the project does not use federal funds, only needed to produce a CEQA document, and the project is only seeking an Army Corps section 404 permit. The Task Force suggested VTA schedule a conversation with Caltrans, FHWA, EPA, and the Army Corps to determine whether a conformity determination is needed and which type of conformity. No action was taken on this project.

Caltrans: Jameson Canyon Road Widening Project/Napa SR 12/SR 29 Interchange
Kelly Hirschberg (Caltrans) explained the project will widen six miles of road between SR 29 to Redtop road from a two lane to a four lane highway. Additionally, the project will upgrade the SR 12/SR 29 interchange, which will increase the function and operations of the existing interchange and will construct a median barrier and add a median opening. The environmental document was completed in January 2008, but Caltrans seeks an updated project level conformity determination to get an E-76 for the STIP funding. The traffic analysis for this project was completed in 2007 and was incorporated into the environmental document. Based on the traffic study, the volumes are fairly low. At the opening the AADT for the Build/No Build remain the same at 41,000 and in the horizon year the AADT goes up to 59,000, but does not change between the Build/No Build. In terms of surround land uses, the project is set in a very rural environment. There are a few golf courses around the area, so improvements along this corridor are not likely to encourage increased capacity, especially of trucks. Based on the traffic analysis, the truck traffic volume is at 7.7%, which does not change. The total truck volume at the opening year is 3,180 and for the horizon year is 4,580 which both remain well below the EPA guidance threshold.

Ginger asked if the interchange and road are conduits between places. Glenn Kinoshka (Caltrans) responded by saying that the project would serve as a conduit between I-80 and SR 37. After some discussion, Ashley outlined the information presented to the Task Force and asked if the project was deemed as a POAQC. Dick felt the project is not a POAQC. Ginger, Ashley and Mike also agreed. The tentative determination agreed upon was that the project is not a POAQC subject to confirmation and concurrence from FHWA and FTA.

In a follow up question, Shannon Hatcher (IFC) asked if there was a public noticing requirement for projects determined not a POAQC. Mike responded by saying there is a public notice requirement because this is still a conformity consultation. Therefore public notice must occur and needs to be consistent with the public notice procedures of NEPA.

Final Determination: MTC followed up with FHWA and FTA regarding the project after the Task Force consultation. FHWA and FTA concurred with the tentative Task Force determination that this project is not a project of air quality concern.

POAQC/Hot-Spot Analysis Consultation
Solano Transportation Authority (STA) : EB I-80 Cordelia Truck Scales Relocation Project

Janet Adams (STA) started by mentioning STA took a two pronged approach with the project because STA had reason to believe the Task Force may determine the project to be a POAQC. In running under this assumption STA decided to complete both the documents for a POAQC consultation and hot-spot analysis to reduce having to come to the Task Force multiple times. Janet then began to explain the project is a reconstruction of an existing facility, which is currently located between Suisun Valley and SR 12. The project proposes to move the truck scale facility a 1/2 mile to east. A NEPA document was completed and approved for the project in October 2009. There are some minor operational improvements being made as part of the project by braiding the I-80 to SR 12 ramps with the truck scale ramps as they come on to SR 12. The truck scales were originally built in the 1950s and they are no longer able to handle the current volume of trucks. For this project, the volume and percentage of truck are going to remain the same because it is not meant to generate more truck traffic, but rather to handle the current volume of trucks coming through. Based on 2007 truck volumes produced by Caltrans, the truck volumes in the project vicinity are below the EPA recommended threshold of 10,000 trucks with the current facility seeing 5,000 trucks. This 5,000 remains unchanged in the Build/No Build scenarios. Additionally, using the qualitative hot-spot analysis methods outlined in EPA guidance, STA came to the conclusion the proposed project will not result in new violations of $PM_{2.5}$ air quality standards. The environmental analysis also illustrated a slight decrease in emissions in the horizon year which is due to the improved operations from less weaving to get to the facility and less idling on the ramp and waiting to be processed. The new facility will be able to process the trucks more efficiently and move the trucks through with less idling.

Dick asked for clarification if the truck volumes and numbers given were for the truck facility or the mainline of I-80. Janet answered by saying the volumes are expected volumes through the facility at peak hour. Following Mike asked if Janet knew the mainline ADT volumes. Shannon answered by saying it varies from 6,700 to 8,200 depending on which year is being evaluated and that is for total trucks which include non-diesel trucks. Mike then also points out in looking at the location the surrounding are looks to be pretty rural which Janet confirmed the county updated the general plan and designated the area an agricultural use.

In hearing all the information Janet provided, Mike opened up that the Task Force need to make a POAQC determination for the project. In Mike's assessment he believed the project not to be a POAQC. Dick and Ashley also followed suit mentioning he agreed with Mike. After a bit more brief discussion about the project, EPA also agreed and the Task Force tentatively agreed the project is not a POAQC.

Final Determination: MTC followed up with FHWA and FTA regarding the project after the Task Force consultation. FHWA and FTA concurred with the tentative Task Force determination that this project is not a project of air quality concern.

Exempt Project List from $PM_{2.5}$ Project Level Conformity
Due to time constraints, Ashley asked for the Task Force to review the exempt project listing and note any which would not be exempt from conformity. Ashley said MTC will bring the projects back to the Task Force at the next meeting.

However Ashley did want to bring light to one project, which is the US 101 Marin-Sonoma Narrows which is being completed by the Transportation Authority of Marin. Based on a previous consultation with Mike, he saw there was not a transportation conformity nexus since there are no federal funds or federal actions needed despite being a regionally significant project. The conformity is covered through the regional conformity because the project is included in the regional transportation plan (RTP) and transportation improvement program (TIP). Ginger wanted to confirm and follow-up with technical advisors at EPA that regionally significant projects included in the RTP and TIP, which have no federal funds or seek no federal actions are not subject to project level conformity and is covered under the regional conformity analysis. MTC will also review and follow up to assure the project does not have any federal funds or need any additional federal actions which would require a conformity determination.

Ginger followed up with MTC after the Task Force meeting and confirmed what Mike had said regarding regionally significant projects included in the RTP and TIP that use no federal funds or seek no federal actions. MTC followed up with the project sponsor and clarification was received that the project is using federal funds and the project will undergo interagency consultation at the next Task Force meeting.

3. **Defining "Minor Fleet Expansion" Project Level Conformity Exemption (40 CFR 93.126) for PM2.5 Interagency Consultation:** Due to time constraints, Ashley asked the Task Force table this item for the next meeting. Task Force members, including Ted Matley (FTA) who joined in later in the meeting, agreed to table the item.

4. **Air Quality Updates:** Ashley mentioned Grace had compiled list of air quality and conformity related news that may be of interest to the Task Force.

5. **Other Business:** Due to the lack of time, the meeting was closed prior to addressing other business.

From: Emoto, Casey
To: Scott, Leo; "Leo Scott"; Simmons-Cross, Margaret;
cc: Bobadilla, Lauren; Fitzwater, Tom;
Subject: FW: FMS POAQC Update to Project TIP ID SCL070002 (FMS ID: 1956.00)
Date: Wednesday, April 06, 2011 2:47:27 PM

In case this is needed for some purpose...

Casey, 408-321-5564

-----Original Message-----
From: fms@mtc.ca.gov [mailto:fms@mtc.ca.gov]
Sent: Wednesday, April 06, 2011 2:44 PM
To: Emoto, Casey; Emoto, Casey
Subject: FMS POAQC Update to Project TIP ID SCL070002 (FMS ID: 1956.00)

Dear Project Sponsor

Based on the recent interagency consultation with the Air Quality Conformity Task force, Project TIP ID SCL070002 (FMS ID: 1956.00) does not fit the definition of a project of air quality concern as defined by 40 CFR 93.126(b)(1) or 40 CFR 93.128 and therefore not subject to PM2.5 project level conformity requirement. Please save this email as documentation confirming the project has undergone and completed the interagency consultation requirement for PM2.5 project level conformity. Note project sponsors are required to undergo a proactive public involvement process which provides opportunity for public review as outlined by 40 CFR 93.105(e). For projects that are not of air quality concern, a comment period is only required for project-level conformity determinations if such a comment period would have been required under NEPA. For more information, please see FHWA PM2.5 Project-Level Conformity Frequently Asked Questions (FAQ).

If you have any questions, please direct them to Grace Cho of MTC by email at gcho@mtc.ca.gov or by telephone at (510) 817-5826

Appendix C

Shortened Review Period Materials

Shortened Review Request Form

(To be filled out and signed by the **Lead Agency** and submitted with DEIR or Negative Declaration to SCH)

To: State Clearinghouse
P.O. Box 3044
Sacramento, CA 95812-3044

From: Caltrans - District 4
Lead Agency P O Box 23660
Address Oakland, CA 94623-0660
Phone #: (510) 286-5611
Contact: Sheryl M. Garcia

SCH # 2009012021

Project Title: Improvements at SR-17/I-280/I-880 & I-880/Stevens Creek Boulevard Interchanges

Project Location: San Jose (City) Santa Clara (County)

Explain "exceptional circumstances" (CEQA, Section 15205(d)) for requesting a shortened review. Identify which of the 5 criteria in Appendix K are met for this project.

1. The document is a revised Draft EIR where changes in the document are primarily the result of comments from agencies and the public. In this case, one of three primary components of the project was eliminated in response to public comments, and supplemental traffic, noise, and air quality analyses were undertaken in response to public comments.

2. Caltrans is under severe time constraints with regard to project funding. The funding for this project stipulates that construction must be underway by a specific deadline or the funds will be withdrawn. Caltrans cannot meet this deadline without shortening the review period.

List responsible and trustee state agencies with contact person, phone number and date of consent for the shortened review, as well as any agencies that have commented on the project (attach additional pages, if necessary):

- there are no state responsible agencies, as defined by CEQA Guidelines Section 15381, for this project.

- there are no state trustee agencies, as defined by CEQA Guidelines Section 15386, for this project.

- one agency, the SF Regional Water Quality Control Board, submitted comments on the project's 2009 NOP. Consent received in email dated 2/25/2011 from Brendan Thompson, 510-622-2506. Copy of the email is attached.

As designated representative for the lead agency, I verify, in their behalf, that there is no "statewide, regional, or areawide significance" to this project.

Length of review being requested: 30 days

April 14, 2011 — Today's Date
Sheryl M. Garcia — Print Name
For SMG Valerie Shearer — Signature

Revised 2006

Note: Also attached is an email from Scott Morgan @ OPR with instructions for the shortened review period.

Forwarded by Sheryl M Garcia/D04/Caltrans/CAGov on 04/14/2011 09:57 AM ----
Hardeep S Takhar/D04/Caltrans/CAGov
To Sheryl M Garcia/D04/Caltrans/CAGov@DOT 02/28/2011 12:27 PM
cc
Subject Re: Fw: Fw: 880/Stevens Creek - Shortened EIR Review Period
(Document link: Sheryl M Garcia)

Water Board staff is Ok with this.

Thanks for your patience.

Hardeep Takhar
Water Quality Program Manager
Division of Environmental Planning & Engineering (District 4)
Ph:510.286.7182 Cell: 510.715.6816

Sheryl M Garcia/D04/Caltrans/CAGov
To Hardeep S Takhar/D04/Caltrans/CAGov@DOT 02/28/2011 09:06 AM
cc
Subject Re: Fw: Fw: 880/Stevens Creek - Shortened EIR Review Period
(Document link: Hardeep S Takhar)

Yes. It would be reducing from 45 to 30.

Thanks,
Sheryl M. Garcia
Office of Environmental Analysis
(510) 286-5611 Work
(510) 286-6374 Fax

Hardeep S Takhar/D04/Caltrans/CAGov
To "Sheryl Garcia" 02/25/2011 04:48 PM <sheryl_m_garcia@dot.ca.gov>
cc
Subject Fw: Fw: 880/Stevens Creek - Shortened EIR Review Period

Reducing from 45 days to 30 days?

Hardeep Takhar
Water Quality Program Manager
Division of Environmental Planning & Engineering, District 4
Ph: 510.286.7182
Cell: 510.715.6816

From: Brendan Thompson [BThompson@waterboards.ca.gov]
Sent: 02/25/2011 04:44 PM PST
To: Hardeep Takhar
Subject: Re: Fw: 880/Stevens Creek - Shortened EIR Review Period

I didn't receive a request. Although, the consultant told me I would be getting one, I never received one. Is it from 45 to 30? If so, that is fine.

Brendan Thompson
Environmental Specialist
San Francisco Bay Regional Water Quality Control Board
1515 Clay St, Suite 1400
Oakland, CA 94612
Phone: (510) 622-2506
Fax: (510) 622-2460
bthompson@waterboards.ca.gov

>>> Hardeep S Takhar <hardeep_s_takhar@dot.ca.gov> 2/25/2011 4:42 PM >>>

Hi Brendan, Is this a reasonable request? Please let me know if the review period is adequate.

Thank you.

Hardeep Takhar
Water Quality Program Manager
Division of Environmental Planning & Engineering, District 4
Ph: 510.286.7182
Cell: 510.715.6816

From: Sheryl M Garcia
Sent: 02/25/2011 04:23 PM PST
To: Hardeep Takhar
Cc: Valerie Shearer
Subject: Fw: 880/Stevens Creek - Shortened EIR Review Period

Hardeep,
Any news on the request from SFRWQB and the request for a shortened review period for EA 445600? Please advise.

Thanks,
Sheryl

Forwarded by Sheryl M Garcia/D04/Caltrans/CAGov on 02/08/2011 10:47 AM -----

Scott Morgan <Scott.Morgan@OPR.CA.GOV> 02/08/2011 10:44 AM	To	'Sheryl M Garcia' <sheryl_m_garcia@dot.ca.gov>
	cc	Melanie Brent <melanie_brent@dot.ca.gov>, Valerie Shearer <valerie_shearer@dot.ca.gov>, Nick Saleh <nick_saleh@dot.ca.gov>
	Subject	RE: SCH#2009012021

Sheryl: Only one outstanding issue. The process requires that you get approval from any Responsible or Trustee agencies or "any agencies that have commented on the project". The SF RWQCB did comment on the 2009 NOP so we need you to get approval from them for the shortened review. Contact on the NOP letter was Brendan Thompson, (510) 622-2506. Otherwise everything looks in order for a shortened review. Please send in the signed hard copy of the form with the revised EIR.

Scott Morgan
Director, State Clearinghouse
Governor's Office of Planning and Research ph (916)445-0613 fax (916)323-3018

Appendix D

Public Participation Materials

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Poetry (Shi) 3:50,
0, 7:10, 9:20.

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:45. **Soul Surfer**

SANTA CRUZ
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io 3-D 11:50, 2:20,
m 4 11:05, 11:40,
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VALLEY
unt Hermon Road,
4:45, 7:15. **Rio**

INEMA 8 (★

Win 11:40, 2:20, 4:55, 7:30, 10:10. **Your Highness** 12:10, 1:45, 2:40, 4:15, 5:10, 6:45, 7:40, 10:20.

SAN BRUNO

CENTURY AT TANFORAN (★ 1188 El Camino Real, 650-588-6052) **Arthur** 11:25, 12:45, 2:05, 3:25, 4:45, 6:05, 7:25, 8:45, 10:05. **Battle: Los Angeles** 4:15, 10. **Diary of a Wimpy Kid: Rodrick Rules** 12:25, 3, 5:25, 7:55, 10:30. **Hanna** 11:30, 2:10, 4:55, 7:35, 10:15. **Hop** 11:35, 12:40, 2, 3:15, 4:30, 5:45, 7, 8:15, 10:45. **Insidious** noon, 2:35, 5:10, 7:45, 10:20. **The King's Speech (R)** 10:55. **Limitless** 2:30, 7:30. **The Lincoln Lawyer** 1:20, 7:05. **No eres tu, soy yo** 11:55, 5:05, 10:15. **Rango** 11:20, 1:55, 5, 7:40, 10:25. **Rio** 11, 1:30, 4, 6:30, 9. **Rio 3-D** 11:45, 2:15, 4:45, 12:25, 3:10, 5:40, 7:20, 8:10, 9:45, 10:40. **Scream 4** 7:15, 9:45, 11:50, 12:35, 1:40, 2:20, 3:05, 4:10, 4:50, 5:35, 6:40, 8:05, 9:10, 10:35. **Soul Surfer** 11:15, 1:50, 4:35, 7:15, 9:55. **Source Code** 12:30, 2:50, 5:20, 7:50, 10:10. **Sucker Punch** 9:20. **Your Highness** 11:40, 12:50, 2:10, 3:20, 4:40, 5:50, 7:10, 8:20, 9:40, 10:50.

SAN MATEO

CENTURY SAN MATEO 12 (320 E. Second Ave., 800-FAN-DANG 968#) **Arthur** 11, noon, 1:35, 4:20, 5:15, 7:15, 9:55, 10:40. **Diary of a Wimpy Kid: Rodrick Rules** 11:40, 2:20, 4:50. **Hanna** 11:05, 1:45, 4:25, 7:25, 10:05. **Hop** 11:30, 1:55, 4:30, 7:05, 9:30. **Limitless** 2:40, 7:55. **The**

ymptoms?

▪ Anxiety ▪ Depression
Difficulty Losing Weight
▪ Always Feeling Cold
Sweats ▪ Constipation

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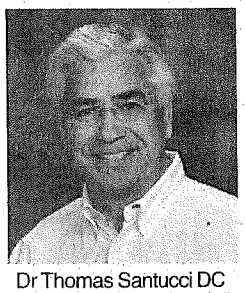

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Dr Thomas Santucci DC
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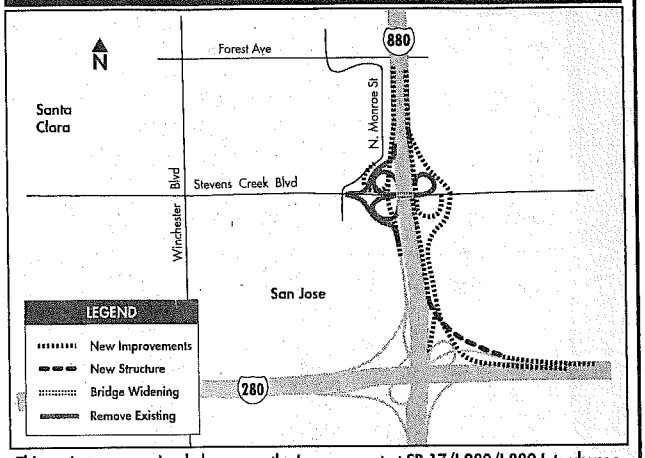
PUBLIC NOTICE OF AVAILABILITY

Revised and Recirculated Draft Environmental Impact Report/Environmental Assessment available for the Improvements at SR-17/I-280/I-880 Interchange and I-880/Stevens Creek Boulevard Interchange Project

ANNOUNCEMENT OF PUBLIC HEARING



This project was previously known as the Improvement at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Project. The proposed new off-ramp from I-280 to Winchester Blvd has been eliminated.

WHAT'S BEING PLANNED: The California Department of Transportation (CALTRANS), in cooperation with the Santa Clara Valley Transportation Authority (VTA) and City of San Jose, is proposing to modify the existing SR17/I-280/I-880, and I-880/Stevens Creek Boulevard interchanges in San Jose to improve operations and safety on the freeways and local roadways; improve traffic circulation between the I-280 and I-880 freeway corridors; and reduce traffic congestion and delay in the project area.

WHY THIS AD: CALTRANS has studied the effects this project may have on the environment. Our studies show it will have no significant unavoidable impacts. The report that explains this conclusion is called the Revised and Recirculated Draft Environmental Impact Report/Environmental Assessment (EIR/EA). This notice is to tell you of the preparation of the Draft EIR/EA and of its availability for you to review. The review period is from April 18 through May 18, 2011.

A hearing will be held on May 4, 2011 to give you an opportunity to view project exhibits, discuss the Draft EIR/EA with project staff, and enter formal comments into the public record before the Final EIR/EA is prepared and the final design is selected.

WHAT'S AVAILABLE: You can review the Draft EIR/EA at the CALTRANS District Office, 111 Grand Avenue, Oakland, CA 94612 on weekdays from 8 a.m. to 4 p.m. The Draft EIR/EA is also available for review at VTA, 3331 N. First Street, Building B Lobby, San Jose, CA 95134; at San Jose Public Library – Rose Garden Branch, 1580 Naglee Avenue, San Jose, CA 95126; and Santa Clara Public Library, 2635 Homestead Road, Santa Clara, CA 95051. You can review the Draft EIR/EA online at *www.dot.ca.gov/dist4/envdocs.htm*. You can also request a copy of the Draft EIR/EA by calling CALTRANS at 510-286-5705 or VTA at 408-321-5789.

WHERE YOU COME IN: Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. If you wish to make a comment on the Draft EIR/EA, you may submit your comments at the hearing or mail, fax, or email your written comments until May 18, 2011 to CALTRANS, Attn: Sheryl M. Garcia, 111 Grand Avenue, Mail Station 8-B, Oakland, California 94612; FAX: 510-286-5600;
Email: *880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov*.

WHEN AND WHERE: The hearing will be held on
May 4, 2011 - 6:30 to 8:00 p.m.
Castlemont Elementary School - Library
3040 East Payne Avenue, Campbell, CA 95008
This location is served by VTA Bus Route 60.

Individuals who require language translation, American Sign Language, or documents in accessible formats are requested to contact VTA Community Outreach at 408-321-7575/ 408-321-2330 TTY at least five (5) business days before the meeting. All meeting facilities are accessible to persons with disabilities.

CONTACT: For more information about the EIR/EA or any transportation matter, call CALTRANS at 510-286-5705 or VTA at 408-321-5789. Individuals who require documents in alternative formats are requested to contact the District 4 Public Affairs Office at 510-286-5705 or use the California Relay Service TTY number 1-800-734-2929.

CITY OF SAN JOSE CAPITAL OF SILICON VALLEY · Caltrans · VTA

1104-7766

El Observador Size: 3 col (5.1”) x 9”

AVISO PÚBLICO DE DISPONIBILIDAD

El Informe Preliminar sobre el Impacto Ambiental/Evaluación Ambiental Revisado y Recirculado se encuentra disponible en relación a las mejoras en el paso a desnivel SR-17/I-280/I-880, y el Proyecto de paso a desnivel I-880/Stevens Creek Boulevard

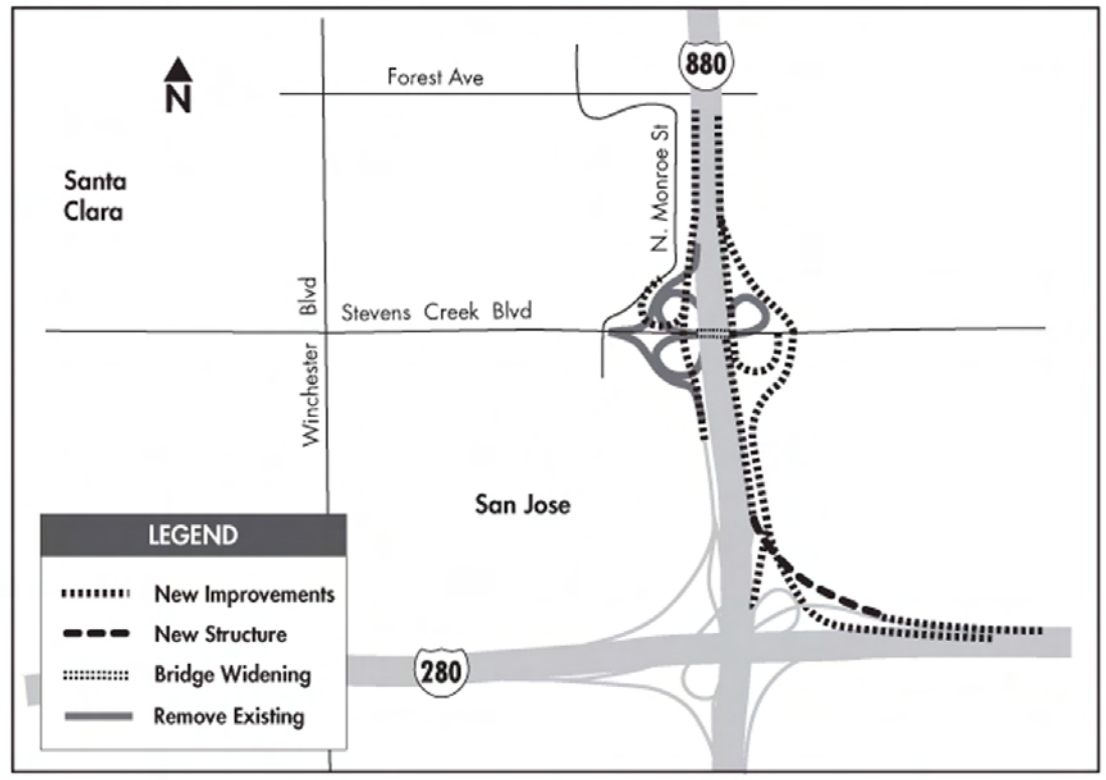
ANUNCIO DE AUDIENCIA PÚBLICA

Este proyecto anteriormente era conocido como Mejoras en el paso a desnivel SR-17/I-280/I-880, paso a desnivel I-280/Winchester Boulevard, y el Proyecto de paso a desnivel I-880/Stevens Creek Boulevard. La nueva rampa de salida de I-280 a Winchester Blvd. propuesta ha sido eliminada.

QUÉ SE ESTÁ PLANEANDO: El Departamento de Transporte de California (CALTRANS), en colaboración con Santa Clara Valley Transportation Authority (VTA) y la Ciudad de San José, está proponiendo modificar los pasos a desnivel existentes en SR-17/I-280/I-880, e I-880/Stevens Creek Boulevard en San José con el fin de mejorar las operaciones y la seguridad en las carreteras y caminos locales; mejorar la circulación del tráfico entre los corredores de I-280 e I-880; y disminuir la congestión vial y demoras en el área donde se lleve a cabo el proyecto.

POR QUÉ SE PUBLICA ESTE ANUNCIO: CALTRANS ha estudiado los efectos que este proyecto pudiera tener en el medio ambiente. Nuestros estudios muestran que no tendrá impactos significativos inevitables. El informe que explica esta conclusión se llama Informe Preliminar sobre Impacto Ambiental /Evaluación Ambiental (EIR/EA) Revisado y Recirculado. Este aviso tiene como fin comunicarle acerca de los preparativos del Informe Preliminar EIR/EA y comunicarle que se encuentra a su disposición para que lo evalúe y estudie. El periodo de evaluación es del 18 de abril al 18 de mayo de 2011.

Se llevará a cabo una audiencia el 4 de mayo de 2011 para brindarle la oportunidad de ver las exhibiciones del proyecto, discutir el Informe Preliminar EIR/EA con personal del proyecto y registrar comentarios formales en las actas públicas antes de que el Informe EIR/EA final sea preparado y se elija el diseño final.



QUÉ ESTÁ DISPONIBLE: Puede evaluar el Informe Preliminar EIR/EA en las oficinas de CALTRANS District Office, 111 Grand Avenue, Oakland, CA 94612 de lunes a viernes de 8 a.m. a 4 p.m. El Informe Preliminar EIR/EA también está disponible para su evaluación en VTA, 3331 N 1st Street, Building B Lobby, San Jose, CA 95134; en San Jose Public Library – Rose Garden Branch, 1580 Naglee Avenue, San Jose, CA 95126; y Santa Clara Public Library, 2635 Homestead Road, Santa Clara, CA 95051. Puede leer el Informe Preliminar EIR/EA en línea en *www.dot.ca.gov/dist4/envdocs.htm.* También puede solicitar un ejemplar del Informe Preliminar EIR/EA llamando a CALTRANS al 510-286-5705 o a VTA al 408-321-5789.

SU PARTICIPACIÓN: ¿Se han considerado los impactos potenciales? ¿Tiene usted información que deba ser incluida? Sus comentarios pasarán a formar parte de las actas públicas. Si desea hacer algún comentario sobre el Informe Preliminar EIR/EA, puede presentar sus comentarios en la audiencia o enviar sus comentarios por escrito por correo, fax o email hasta el 18 de mayo de 2011 a CALTRANS, Attn: Sheryl M. Garcia, 111 Grand Avenue, Mail Station 8-B, Oakland, California 94612; FAX: 510-286-5600; Email: *880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov.*

¿DÓNDE Y CUÁNDO? La audiencia se llevará a cabo el
4 de mayo de 2011 • 6:30 a 8:00 p.m.
Castlemont Elementary School
3040 East Payne Avenue, Campbell, CA 95008
A este lugar se puede llegar utilizando la Ruta de Autobús 60 de VTA.

Las personas que requieran servicio de interpretación, lenguaje por señas de los Estados Unidos, o documentos en formatos accesibles, deberán comunicarse con el Programa de Extensión de VTA en la Comunidad al 408-321-7575 / 408-321-2330 TTY al menos 5 días hábiles antes de la reunión. Todas las instalaciones de las reuniones son accesibles para personas que tienen discapacidades.

COMUNICARSE CON: Si desea mayor información sobre el informe EIR/EA o cualquier asunto relacionado con el transporte, llame a CALTRANS al 510-286-5705 o a VTA al 408-321-5789. Se les pide a las personas que requieran documentos en formatos alternativos que se comuniquen con la oficina District 4 Public Affairs Office al 510-286-5705 o que utilicen el número de Servicio de Retransmisión de California TTY 1-800-734-2929.

1104-7766

Korea Times Size: 5.3″ x 6.7″

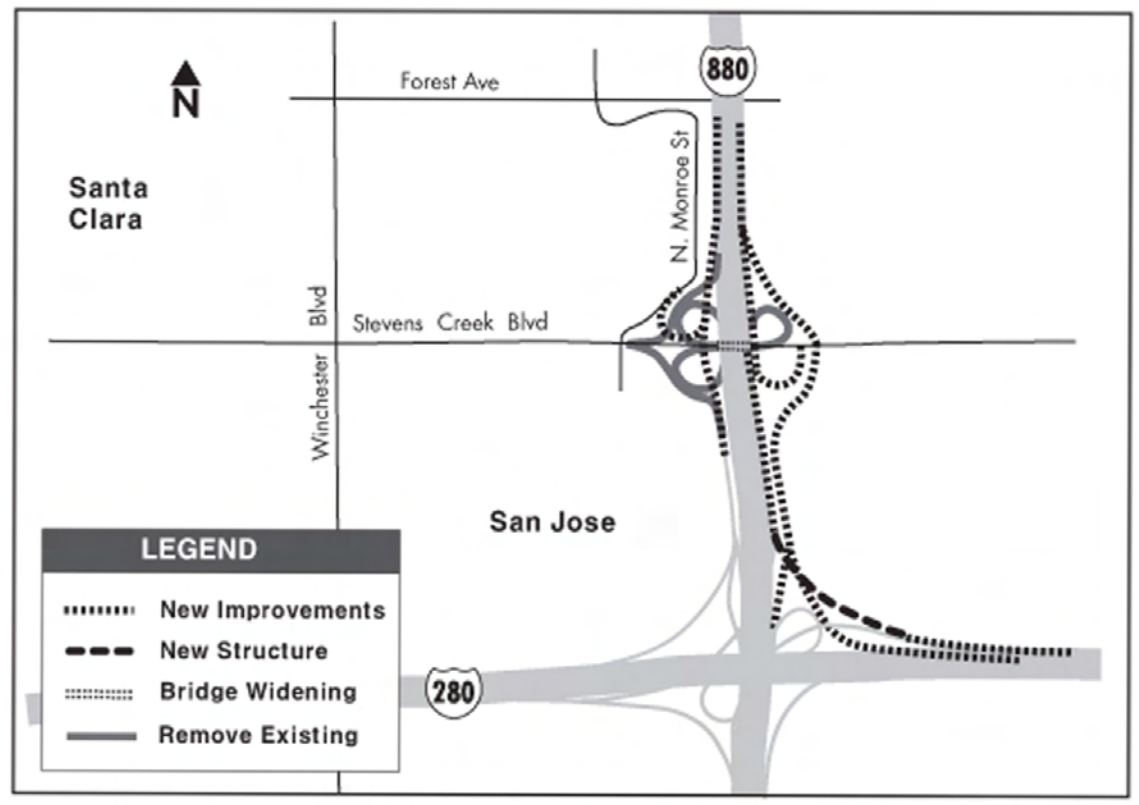
열람 공지

SR-17/I-280/I-880 인터체인지와 I-880/Stevens Creek Boulevard 인터체인지 프로젝트 개선사업에 사용 가능한개정 및 재배부 환경 영향 보고서/환경 평가서 초안

공청회 안내

본 프로젝트의 기존 명칭은 SR-17/I-280/I-880 인터체인지, I-280/Winchester Boulevard 인터체인지, I-880/Stevens Creek Boulevard 인터체인지 프로젝트였습니다. I-280에서 Winchester Boulevard로 연결되는 신규 진입로(off-ramp) 계획이 철회되었습니다.

계획: 캘리포니아 교통부(CALTRANS)는 산타 클라라 밸리 교통국(VTA) 및 산호세 시티와의 협력 하에, 프리웨이 및 지방 도로의 운영 원활성 및 안전성을 개선하고, I-280과 I-880 프리웨이 코리도(corridor) 구간의 교통 흐름을 개선하고, 프로젝트 지역의 교통 체증 및 정체 문제를 줄이기 위하여 기존의 SR-17/I-280/I-880 인터체인지와 산호세의 I-880/Stevens Creek Boulevard 인터체인지를 개조하고자 합니다.



공지 목적: 캘리포니아 교통부(CALTRANS)는 본 프로젝트가 환경에 미칠 수 있는 영향에 대해 조사하였습니다. 조사 결과, 심각한 수준의 피할 수 없는 영향은 없는 것으로 나타났습니다. 이러한 결과에 대해 설명하는 보고서를 개정 및 재배부 환경 영향 보고서/환경 평가서(EIR/EA) 초안이라 합니다. 본 공지는 이 EIR/EA 초안이 작성 완료되어 귀하가 그 내용을 검토할 수 있음을 알리기 위한 것입니다. 검토 기간은 2011년 4월 18일부터 5월 18일까지입니다.

2011년 5월 4일에 열릴 공청회에서 프로젝트 전시물을 보실 수 있으니, 최종 EIR/EA가 작성되어 최종 설계가 선택되기 전에 EIR/EA 초안에 대해 프로젝트 직원과 논의도 하고 공개 문서에 정식 의견을 써주시기 바랍니다.

열람 내용: EIR/EA 초안은 캘리포니아 교통부(CALTRANS) 지역 사무소(111 Grand Avenue, Oakland, CA 94612)에서 주중 오전 8시~오후 4시에 확인하실 수 있습니다. 그 밖에도 VTA(3331 N 1st Street, Building B Lobby, San Jose, CA 95134), 산호세 공공 도서관(Rose Garden Branch, 1580 Naglee Avenue, San Jose, CA 95126), 산타 클라라 공공 도서관(2635 Homestead Road, Santa Clara, CA 95051)에서도 확인하실 수 있습니다. 온라인(*www.dot.ca.gov/dist4/envdocs.htm*)에서도 확인실 수 있습니다. EIR/EA 초안 사본이 필요하신 경우 캘리포니아 교통부(510-286-5705)나 VTA(408-321-5789)로 연락하십시오.

열람 장소: 잠재된 영향에 대해 다루었습니까? 포함되어야 할 추가 정보가 있습니까? 귀하의 의견은 공개 문서에 포함됩니다. EIR/EA 초안에 대해 의견을 주시려면 공청회에서 의견을 제출하거나 의견서를 2011년 5월 18일까지 캘리포니아 교통부로 우편이나 팩스 또는 이메일로 제출하십시오. 담당자: Sheryl M. Garcia, 111 Grand Avenue, Mail Station 8-B, Oakland, California 94612, 팩스: 510-286-5600, 이메일: 880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov.

공청회 일시 및 장소: 공청회의 일시 및 장소는 다음과 같습니다.

2011년 5월 4일오후 6시 30분 - 8시
Castlemont 초등학교 도서관
3040 East Payne Avenue, Campbell, CA 95008
공청회장까지 VTA 버스 60번이 운행합니다.

통역이나 미국 수화 서비스가 필요하거나 또는 그 밖의 형식으로 자료를 받고자 하는 분은 공청회 개최일로부터 최소 5일(근무일 기준) 전에 VTA 지역 봉사 기구(Community Outreach)로 연락해 주시기 바랍니다(전화: 408-321-7575/408-321-2330 TTY). 공청회장의 모든 시설은 장애인이 이용 가능합니다.

문의: EIR/EA 또는 기타 교통 관련 문제에 대한 자세한 정보는 캘리포니아 교통부(전화: 510-286-5705)나 VTA(전화: 408-321-5789)로 연락 주십시오. 다른 형식의 문서를 요청하시려면 District 4 Public Affairs(홍보실)(전화: 510-286-5705)에 연락하시거나 캘리포니아 통신 중계 서비스 TTY(전화: 1-800-734-2929)를 이용하시기 바랍니다.

1104-7766

Philippines Today Size: 4.875" x 5.88"

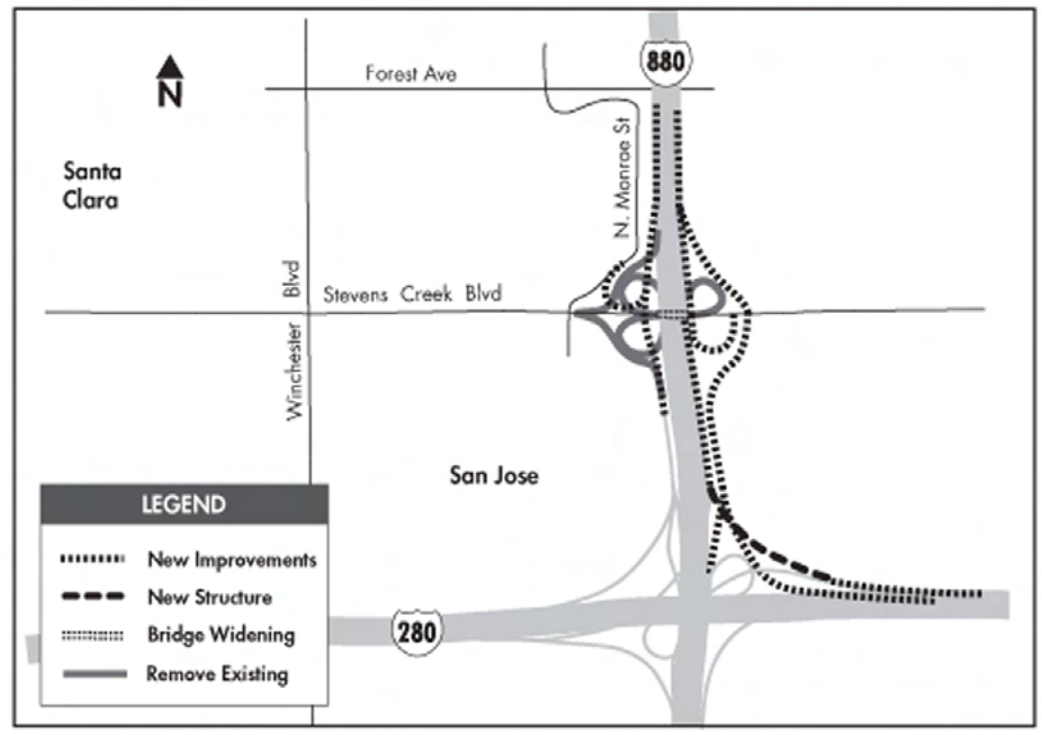
PAMPUBLIKONG ABISO NG PAGGAMIT

Ang Binago at muling ikakalat na Ulat sa Planong makakaepekto sa Kapaligiran/Pagtatasa sa Kapaligiran (Revised and Recirculated Draft Environmental Impact Report/Environmental Assessment) ay magagamit para sa Pagpapabuti (Improvements) sa SR-17/I-280/I-880 Halinhinan (Interchange), sa I-880/Proyektong palitan ng Stevens Creek Boulevard (Stevens Creek Boulevard Interchange Project)

ANUNSYO NG PAMPUBLIKONG PAGDINIG

Ang proyektong ito ay kilala dati bilang Pagpapabuti (Improvement) sa SR-17/I-280/I-880 Halinhinan (Interchange), I-280/Halinhinang Winschester Boulevard (Winchester Boulevard Interchange), at I-880/Proyektong Palitan ng Stevens Creek Boulevard (Stevens Creek Boulevard Interchange Project). Ang minungkahing bagong walang-rampa mula I-280 hanggang Winchester Boulevard ay tinanggal na.

ANO ANG IPINAPLANO: Ang California Department of Transportation (CALTRANS), sa pakikipagtulungan ng Santa Clara Valley Transportation Authority (VTA) at Lungsod ng San Jose, ay iminumungkahi ang pagbabago sa dating SR-17/I-280/I-880, at I-880/ Mga Halinhinan Stevens Creek Boulevard (Stevens Creek Boulevard interchanges) sa San Jose upang mapabuti ang operasyon at kaligtasan sa mga malawak na daanan at lokal na daanan ng sasakyan; mapabuti ang daloy ng trapiko sa pagitan ng I-280 at I-880 malawak na daan ng corridor; at mabawasan ang pagsikip ng trapiko at pagka-antala sa lugar ng proyekto.



BAKIT MAYROONG NITONG AD: Pinag-aralan ng CALTRANS ang mga maaaring epekto ng proyektong ito sa ating kapaligiran. Sa aming pag-aaral ipinapakita nito na hindi ito magkakaroon ng hindi maiiwasang epekto. Ang ulat na nagpapaliwanag ng konklusiyon na ito ay tinatawag na Ang Binago at muling ikakalat na Ulat sa Planong makakaepekto sa Kapaligiran/Pagtatasa sa Kapaligiran (Revised and Recirculated Draft Environmental Impact Report/Environmental Assessment) (EIR/EA). Ang abiso na ito ay upang ipagbigay-alam sa inyo ang paghahanda ng Draft EIR/EA at kung kailan maibibigay ito para sa inyong pagrepaso. Mula Abril 18 hanggang Mayo 18, 2011 ang panahon ng pagrepaso.

Gaganapin ang pagdinig sa Mayo 4, 2011 upang bigyan kayo ng oportunidad na tingnan ang mga exhibit ng proyekto, talakayin sa mga kawani ng proyekto ang Draft EIR/EA, at ibigay ang pormal na mga komento sa pampublikong tala bago ang Huling EIR/EA ay ihanda at ang huling disenyo ay piliin.

ANO ANG MAYROON: Maaari ninyong marepaso ang Draft EIR/EA sa CALTRANS District Office, 111 Grand Avenue, Oakland, CA 94612 sa mga karaniwang araw mula ika-8 ng umaga hanggang ika-4 ng hapon. Ang Draft EIR/EA ay maaari ring marepaso sa VTA, 3331 N 1st Street, Building B Lobby, San Jose, CA 95134; sa San Jose Public Library – Rose Garden Branch, 1580 Naglee Avenue, San Jose, CA 95126; sa Santa Clara Public Library, 2635 Homestead Road, Santa Clara, CA 95051. Maaari ninyong marepaso ang Draft EIR/EA sa online sa *www.dot.ca.gov/dist4/envdocs.htm.* Maaari rin kayong humiling ng kopya ng Draft EIR/EA sa pagtawag sa CALTRANS sa 510-286-5705 o VTA sa 408-321-5789.

PAANO KAYO MAGBIBIGAY NG INPUT: Natugunan ba ang mga posibleng epekto? Mayroon ba kayong impormasyon na dapat na isama? Ang inyong mga komento ay magiging bahagi ng pampublikong tala. Kung nais ninyong magkomento sa Draft EIR/EA, maaari ninyong ibigay ang inyong komento sa pagdinig o ipadala sa pamamagitan ng sulat, fax, o email ang inyong nakasulat na komento hanggang sa Mayo 18, 2011 sa CALTRANS, Attn: Sheryl M. Garcia, 111 Grand Avenue, Mail Station 8-B, Oakland, California, 94612; FAX: 510-286-5600; Email: *880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov.*

KAILAN AT SAAN: Gaganapin ang pagdinig sa
Mayo 4, 2011 ika-6:30 hanggang ika-8 ng gabi.
Castlemont Elementary School - Library
3040 East Payne Avenue, Campbell, CA 95008
Dumadaan sa lokasyong ito ang VTA Bus Route 60.

Ang mga indibiduwal na kailangan ng pagsasalin ng wika, American Sign Language, o mga dokumento na nasa ayos na madaling makuha ay hinihiling na makipag-ugnayan sa VTA Community Outreach sa 408-321-7575 / 408-321-2330 TTY ng hindi bababa sa mga limang araw ng may pasok bago ang pulong. Lahat ng mga pasilidad sa pagpupulong ay madaling puntahan ng mga taong may kapansanan.

KONTAKIN: Para sa karagdagang impormasyon tungkol sa EIR/EA o anumang bagay tungkol sa transportasyon, tawagan ang CALTRANS sa 510-286-5705 o VTA sa 408-321-5789. Ang mga indibiduwal na kailangan ng mga dokumento sa alternatibong format ay hinihiling na makipag-ugnayan sa District 4 Public Affairs Office sa 510-286-5705 o gamitin ang California Relay Service numero ng TTY 1-800-734-2929.

1104-7766

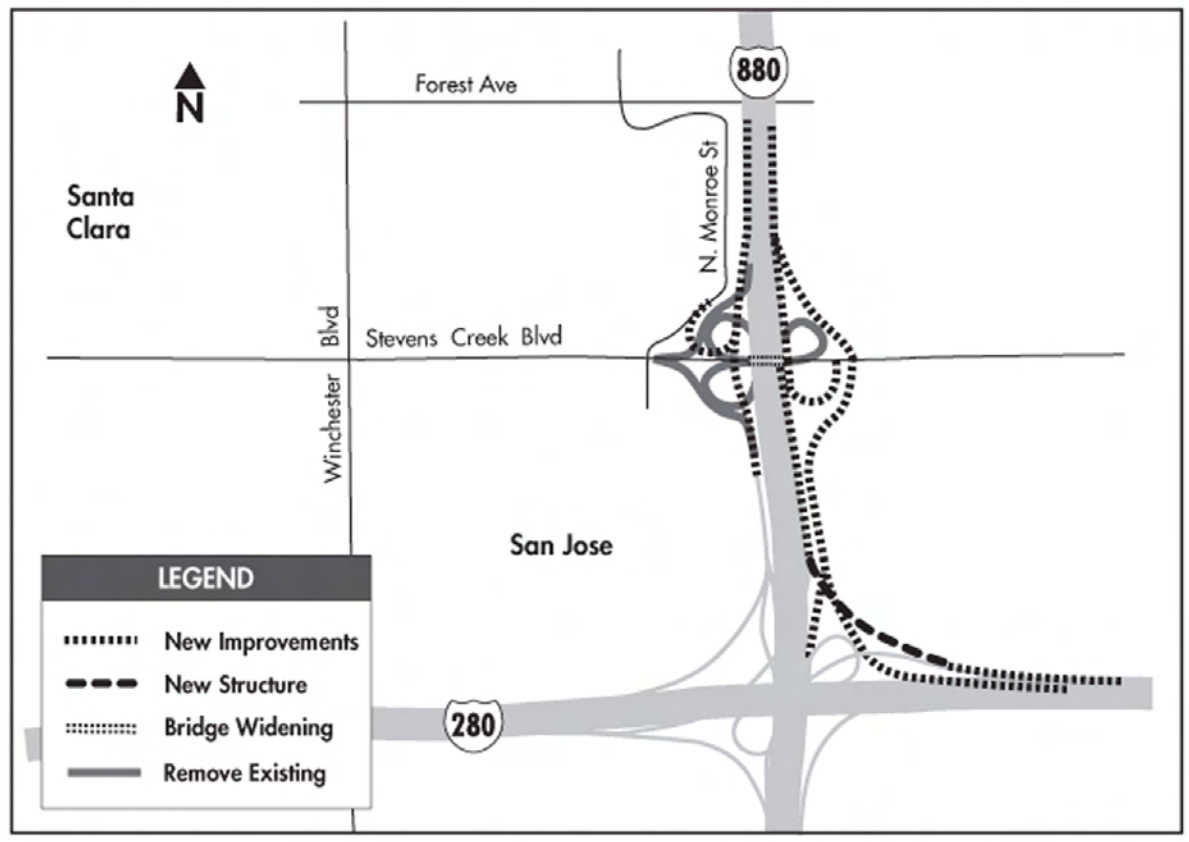
CITY OF SAN JOSE CAPITAL OF SILICON VALLEY · Caltrans · VTA

Santa Clara Weekly Ad Size: 4”W x 8”H

PUBLIC NOTICE OF AVAILABILITY

Revised and Recirculated Draft Environmental Impact Report/Environmental Assessment available for the Improvements at SR-17/I-280/I-880 Interchange and I-880/Stevens Creek Boulevard Interchange Project

ANNOUNCEMENT OF PUBLIC HEARING



This project was previously known as the Improvement at SR-17/I-280/I-880 Interchange, I-280/Winchester Boulevard Interchange, and I-880/Stevens Creek Boulevard Interchange Project. The proposed new off-ramp from I-280 to Winchester Blvd has been eliminated.

WHAT’S BEING PLANNED: The California Department of Transportation (CALTRANS), in cooperation with the Santa Clara Valley Transportation Authority (VTA) and City of San Jose, is proposing to modify the existing SR17/I-280/I-880, and I-880/Stevens Creek Boulevard interchanges in San Jose to improve operations and safety on the freeways and local roadways; improve traffic circulation between the I-280 and I-880 freeway corridors; and reduce traffic congestion and delay in the project area.

WHY THIS AD: CALTRANS has studied the effects this project may have on the environment. Our studies show it will have no significant unavoidable impacts. The report that explains this conclusion is called the Revised and Recirculated Draft Environmental Impact Report/Environmental Assessment (EIR/EA). This notice is to tell you of the preparation of the Draft EIR/EA and of its availability for you to review. The review period is from April 18 through May 18, 2011.

A hearing will be held on May 4, 2011 to give you an opportunity to view project exhibits, discuss the Draft EIR/EA with project staff, and enter formal comments into the public record before the Final EIR/EA is prepared and the final design is selected.

WHAT’S AVAILABLE: You can review the Draft EIR/EA at the CALTRANS District Office, 111 Grand Ave., Oakland, CA 94612 on weekdays from 8 a.m. to 4 p.m. The Draft EIR/EA is also available for review at VTA, 3331 N. First St., Building B Lobby, San Jose, CA 95134; at San Jose Public Library – Rose Garden Branch, 1580 Naglee Ave., San Jose, CA 95126; and Santa Clara Public Library, 2635 Homestead Rd., Santa Clara, CA 95051. You can review the Draft EIR/EA online at *www.dot.ca.gov/dist4/envdocs.htm*. You can also request a copy of the Draft EIR/EA by calling CALTRANS at 510-286-5705 or VTA at 408-321-5789.

WHERE YOU COME IN: Have the potential impacts been addressed? Do you have information that should be included? Your comments will be part of the public record. If you wish to make a comment on the Draft EIR/EA, you may submit your comments at the hearing or mail, fax, or email your written comments until May 18, 2011 to CALTRANS, Attn: Sheryl M. Garcia, 111 Grand Avenue, Mail Station 8-B, Oakland, California 94612; FAX: 510-286-5600; Email: *880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov*.

WHEN AND WHERE: The hearing will be held on

May 4, 2011 - 6:30 to 8:00 p.m.
Castlemont Elementary School - Cafeteria
3040 East Payne Avenue, Campbell, CA 95008
This location is served by VTA Bus Route 60.

Individuals who require language translation, American Sign Language, or documents in accessible formats are requested to contact VTA Community Outreach at 408-321-7575/408-321-2330 TTY at least five (5) business days before the meeting. All meeting facilities are accessible to persons with disabilities.

CONTACT: For more information about the EIR/EA or any transportation matter, call CALTRANS at 510-286-5705 or VTA at 408-321-5789. Individuals who require documents in alternative formats are requested to contact the District 4 Public Affairs Office at 510-286-5705 or use the California Relay Service TYY number 1-800-734-2929.

1104-7766

CITY OF SAN JOSE CAPITAL OF SILICON VALLEY

Caltrans

VTA

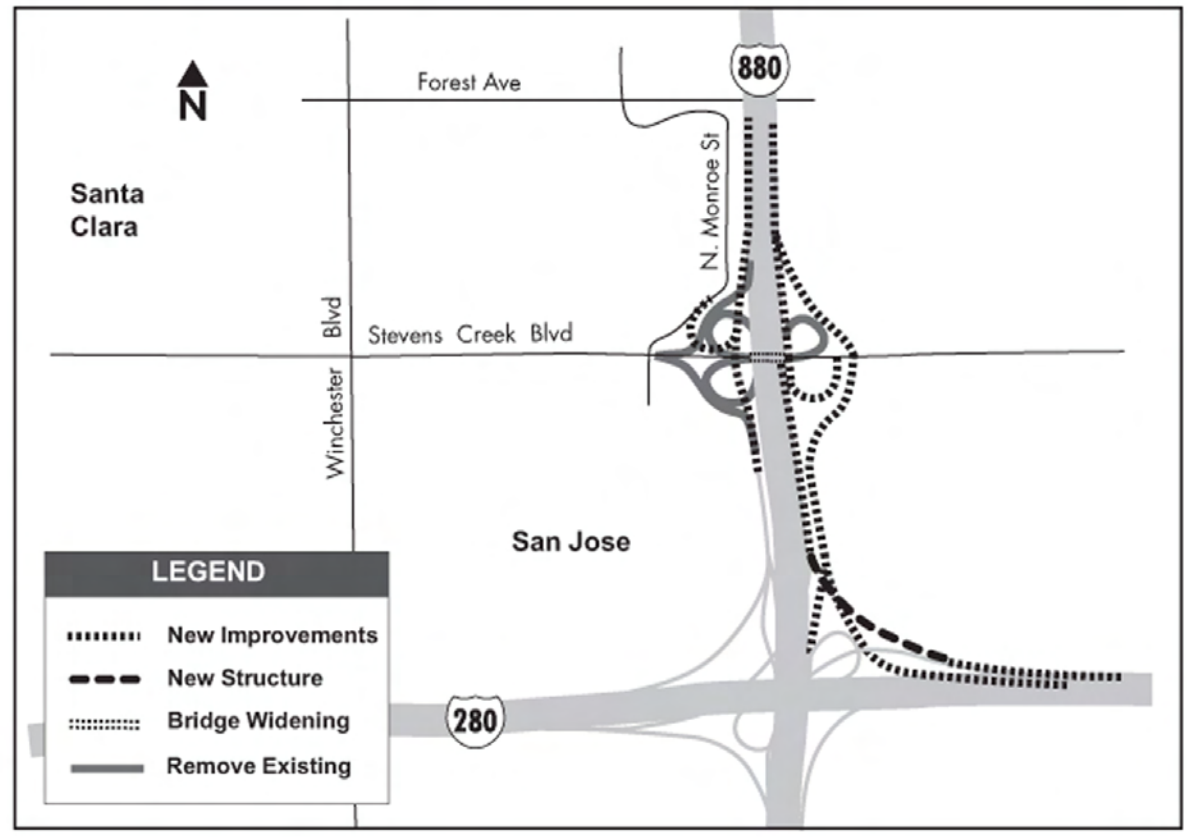
Sing Tao Size: 6.42″ x 8″

公開通知

以下改善工程的修訂及再傳閱的環境影響報告 / 環境評估草案可供民眾查閱：
SR-17/I-280/I-880 交流道以及 I-880/Stevens Creek Boulevard 交流道項目
公聽會召開通知

本項目以前的名稱為 SR-17/I-280/I-880 交流道、I-280/Winchester Boulevard 交流道以及 I-880/Stevens Creek Boulevard 交流道改善項目。在 I-280 新建一條至 Winchester Boulevard 的駛出坡道提案已被取消。

計劃內容：加州交通部 (California Department of Transportation，Caltrans) 與聖達卡拉谷交通局 (Santa Clara Valley Transportation Authority，VTA) 和聖荷西市政府合作，提議整修聖荷西市內現有 SR17/I-280/I-880 及 I-880/Stevens Creek Boulevard 交流道，以改善高速公路及地方道路的運行及安全，並改善 I-280 及 I-880 高速公路廊道之間的交通流量，以及減少項目區域內的交通堵塞及延滯等情形。



通知目的：CALTRANS 已針對項目可能造成的環境影響進行了研究。我們的研究結果顯示，此項目將不會造成無法避免的顯著影響。說明研究結果的報告稱為「修訂及再傳閱的環境影響報告 / 環境評估草案」(EIR/EA 草案)。本通知旨在告知您 EIR/EA 草案已編制完成並可供民眾查閱。民眾查閱期限為 2011 年 4 月 18 日至 5 月 18 日。

2011 年 5 月 4 日將召開一場公聽會。屆時，您將有機會檢視項目附件、與項目工作人員討論 EIR/EA 草案內容。同時，您還可在 EIR/EA 最終報告編制前及最終設計選定前，提供正式意見以讓我們納入公共記錄中。

資訊內容：您可於平日上午 8:00 至下午 4:00 至 CALTRANS 地區辦事處查閱 EIR/EA 草案，地址為 111 Grand Avenue, Oakland, CA 94612。亦可於後述地點查閱 EIR/EA 草案：VTA，3331 N 1st Street, Building B Lobby, San Jose, CA 95134；聖荷西市市立圖書館 - Rose Garden 分館，1580 Naglee Avenue, San Jose, CA 95126；及聖達卡拉市市立圖書館，2635 Homestead Road, Santa Clara, CA 95051。您還可上網查閱 EIR/EA 草案，網站為 www.dot.ca.gov/dist4/envdocs.htm；或可致電 510-286-5705 (CALTRANS) 或 408-321-5789 (VTA) 索取文件副本。

您的意見：可能受到影響的問題是否都已提到？您是否還有應納入報告的資訊？我們會將您提供的意見納入公共記錄中。若您希望針對 EIR/EA 草案提供意見，您可在公聽會中直接提出，或以郵寄、傳真或電子郵件等方式提交書面意見。請於 2011 年 5 月 18 日以前將書面意見提交給 CALTRANS，收件人：Sheryl M. Garcia, 111 Grand Avenue, Mail Station 8-B, Oakland, California 94612；傳真：510-286-5600；電郵地址：*880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov*。

時間及地點：公聽會召開的時間為

2011 年 5 月 4 日晚上 6:30 至 8:00
Castlemont 小學圖書館
3040 East Payne Avenue, Campbell, CA 95008
此地點有 VTA 60 線公車提供服務。

任何人若需要語言翻譯、美式手語或殘障便利格式的文件，請於會議至少 5 個工作日前聯絡 VTA 社區外展部提出要求，電話為 408-321-7575 / 408-321-2330 TTY。所有會議設施皆適合殘障人士使用。

聯絡方式：若要了解關於 EIR/EA 詳情或任何交通方面的事務，請致電 510-286-5705 與 CALTRANS 聯絡，或致電 408-321-5789 與 VTA 聯絡。若需要其他格式的文件，請致電 510-286-5705 與第四區公共事務辦事處 (District 4 Public Affairs Office) 聯絡索取，或可使用加州轉接服務 TTY 電話：1-800-734-2929。

1104-7766

CITY OF SAN JOSE CAPITAL OF SILICON VALLEY Caltrans VTA

SJ Mercury Ad Size: 3.417”W x 9”H

PUBLIC NOTICE OF AVAILABILITY

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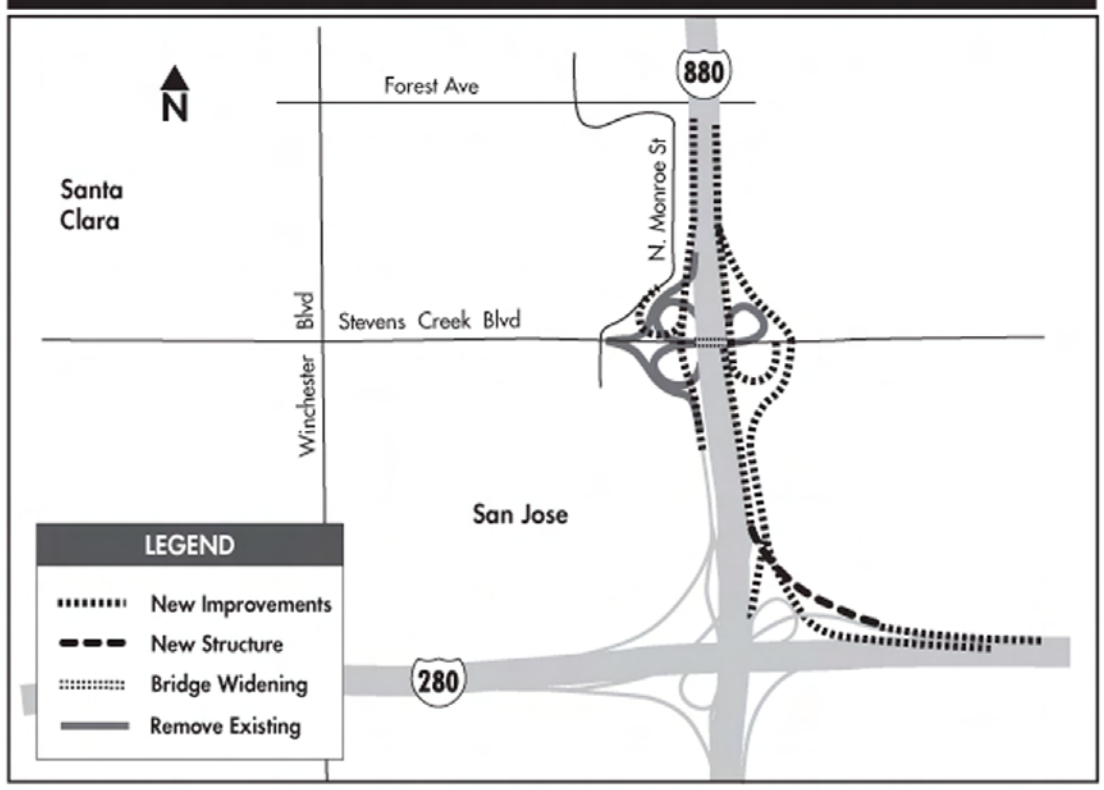
ANNOUNCEMENT OF PUBLIC HEARING



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Email: *880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov*.

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CONTACT: For more information about the EIR/EA or any transportation matter, call CALTRANS at 510-286-5705 or VTA at 408-321-5789. Individuals who require documents in alternative formats are requested to contact the District 4 Public Affairs Office at 510-286-5705 or use the California Relay Service TYY number 1-800-734-2929.

1104-7766

CITY OF SAN JOSE CAPITAL OF SILICON VALLEY

Caltrans

VTA

Thoi Bao Size:
6.42" x 10.37"

THÔNG BÁO VỀ VIỆC ĐÃ CÓ

Bản Sửa Đổi và Tái Lưu Hành Dự Thảo Báo Cáo Tác Động Môi Trường/Đánh Giá Môi Trường cho Dự Án Cải Tiến tại các đường SR-17/I-280/I-880 Thay Thế Lẫn Nhau, và I-880/Stevens Creek Boulevard Thay Thế Lẫn Nhau

THÔNG BÁO VỀ BUỔI ĐIỀU TRẦN CÔNG KHAI

Dự án này trước đây được gọi là Dự Án Cải Tiến tại các đường SR-17/I-280/I-880 Thay Thế Lẫn Nhau, I-280/Winchester Boulevard Thay Thế Lẫn Nhau, và I-880/Stevens Creek Boulevard Thay Thế Lẫn Nhau. Lối ra mới được đề xuất từ I-280 đến Winchester Boulevard đã bị loại khỏi Dự Án.

NỘI DUNG KẾ HOẠCH: Bộ Giao Thông California (CALTRANS), hợp tác với Cơ Quan Vận Chuyển Thung Lũng Santa Clara (VTA) và Thành Phố San Jose, đang đề xuất thay đổi các đường SR–17/I-280/I-880, và I-880/Stevens Creek Boulevard thay thế lẫn nhau hiện tại ở San Jose nhằm cải tiến các hoạt động và an toàn trên các xa lộ và các con đường địa phương; cải tiến lưu thông giữa các vành đai xa lộ I-280 và I-880; và giảm bớt tắc nghẽn và trở ngại giao thông trong khu vực dự án.

LÝ DO CÓ QUẢNG CÁO NÀY: CALTRANS đã nghiên cứu các tác động có thể có của dự án này đối với môi trường. Các nghiên cứu của chúng tôi cho thấy rằng dự án sẽ không có các tác động không thể tránh được đáng kể. Báo cáo giải thích kết luận này được gọi là Bản Sửa Đổi và Tái Lưu Hành Báo Cáo Tác Động Môi Trường/Đánh Giá Môi Trường (EIR/EA). Thông báo này cho quý vị biết về việc chuẩn bị bản Dự Thảo EIR/EA và về việc đã có bản dự thảo này để quý vị xem xét. Thời gian để xem xét là từ 18 tháng Tư tới 18 tháng Năm, 2011.

Một buổi điều trần sẽ được tổ chức vào ngày 4 tháng Năm, 2011 để tạo cơ hội cho quý vị xem triển lãm của dự án, bàn thảo về Dự Thảo EIR/EA với nhân viên dự án, và đóng góp những ý kiến nhận xét chính thức vào hồ sơ công khai trước khi bản EIR/EA Chính Thức được chuẩn bị và thiết kế chính thức được lựa chọn.

NỘI DUNG ĐÃ CÓ: Quý vị có thể xem xét Dự Thảo EIR/EA tại Văn Phòng Khu Vực CALTRANS, 111 Grand Avenue, Oakland, CA 94612 vào các ngày trong tuần từ 8 giờ sáng tới 4 giờ chiều. Cũng có bản Dự Thảo EIR/EA để xem xét tại VTA, 3331 N 1st Street, Building B Lobby, San Jose, CA 95134; tại Thư Viện Công Cộng San Jose – Chi Nhánh Rose Garden, 1580 Naglee Avenue, San Jose, CA 95126; và Thư Viện Công Cộng Santa Clara, 2635 Homestead Road, Santa Clara, CA 95051. Quý vị có thể xem xét bản Dự Thảo EIR/EA trực tuyến tại *www.dot.ca.gov/dist4/envdocs.htm*. Quý vị cũng có thể yêu cầu một bản sao của Dự Thảo EIR/EA bằng cách gọi điện thoại cho CALTRANS tại số 510-286-5705 hoặc VTA tại số 408-321-5789.

NƠI QUÝ VỊ ĐÓNG GÓP Ý KIẾN: Các tác động có thể có được đề cập không? Quý vị có được thông tin nên có không? Những ý kiến nhận xét của quý vị sẽ là một phần của hồ sơ công khai. Nếu muốn đóng góp ý kiến nhận xét về bản Dự Thảo EIR/EA, quý vị có thể nộp ý kiến nhận xét của mình tại buổi điều trần hoặc gửi qua đường bưu điện, fax, hoặc thư điện tử nhận xét bằng văn bản của quý vị trước ngày 18 tháng Năm, 2011 tới CALTRANS, gửi đến: Sheryl M. Garcia, 111 Grand Avenue, Mail Station 8-B, Oakland, California 94612; FAX: 510-286-5600; Thư điện tử: *880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov*.

THỜI GIAN VÀ ĐỊA ĐIỂM: Buổi điều trần sẽ được tổ chức vào

4 tháng Năm, 2011 · 6 giờ 30 chiều đến 8 giờ tối
Trường Tiểu Học Castlemont
3040 East Payne Avenue, Campbell, CA 95008
Tuyến Xe Buýt 60 của VTA phục vụ địa điểm này.

Các cá nhân cần phiên dịch ngôn ngữ, Ngôn Ngữ Bằng Dấu Hoa Kỳ, hoặc cái tài liệu có định dạng có thể sử dụng được phải liên hệ với Ban Tiếp Ngoại Cộng Đồng của VTA tại số 408-321-7575/408-321-2330 TTY ít nhất 5 ngày làm việc trước buổi họp. Người khuyết tật đều có thể sử dụng tất cả các tiện nghi của buổi họp.

LIÊN HỆ: Để biết thêm thông tin về EIR/EA hoặc bất kỳ vấn đề vận chuyển nào, xin gọi CALTRANS tại số 510-286-5705 hoặc VTA tại số 408-321-5789. Các cá nhân cần các tài liệu có định dạng thay thế phải liên hệ Văn Phòng Công Vụ Khu Vực 4 tại số 510-286-5705 hoặc sử dụng số Dịch Vụ California Relay TTY 1-800-734-2929.

1108/704

Appendix H

Written Comments Received on the Revised & Recirculated Draft EIR/EA

COMMENT 1

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

JERRY BROWN
GOVERNOR

May 18, 2011

c/o VTA-Lauren Bobadilla
California Department of Transportation
3331 N 1st Street, Building B2
San Jose, CA 95134

Subject: Improvements at SR-17/I-280/I-880 and I-880/Stevens Creek Boulevard Interchanges
SCH#: 2009012021

Dear c/o VTA-Lauren Bobadilla:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on May 17, 2011, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2009012021
Project Title Improvements at SR-17/I-280/I-880 and I-880/Stevens Creek Boulevard Interchanges
Lead Agency Caltrans #4

Type EIR Draft EIR

Description Note: Shortened Review

The Build Alternative would construct improvement to the SR-17/I-280/I-880, I-280/Winchester Boulevard, and I-88-/Stevens Creek Boulevard Interchanges in the City of San Jose. The improvements include the reconfiguration of the I-880/Stevens Creek Boulevard interchange and the construction of the northbound I-280 to northbound I-880 direct connector ramp.

Lead Agency Contact

Name c/o VTA-Lauren Bobadilla
Agency California Department of Transportation
Phone 408 321-5776 **Fax**
email
Address 3331 N 1st Street, Building B2
City San Jose **State** CA **Zip** 95134

Project Location

County Santa Clara
City San Jose, Burbank
Region
Lat / Long 37° 19' 30" N / 121° 56' 33" W
Cross Streets SR-17/I-880/I-680, Stevens Creek Blvd, W. San Carlos St.
Parcel No. Various: 274-43-031,227-32-038-04
Township 7S **Range** 1W **Section** 23 **Base** MDB&M

Proximity to:

Highways
Airports
Railways
Waterways
Schools St. Martin, B. Cory ES
Land Use Various: roadway right-of-way, commercial, residential

---

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Growth Inducing; Landuse; Cumulative Effects

---

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission

---

Date Received 04/18/2011 **Start of Review** 04/18/2011 **End of Review** 05/17/2011

Note: Blanks in data fields result from insufficient information provided by lead agency.

Santa Clara Valley Water District

5750 ALMADEN EXPWY
SAN JOSE, CA 95118-3686
TELEPHONE (408) 265-2600
FACSIMILE (408) 266-0271
www.valleywater.org
AN EQUAL OPPORTUNITY EMPLOYER

COMMENT 2

File: 32317
Central Pipeline

May 3, 2011

Ms. Sheryl M. Garcia
California Department of Transportation
111 Grand Avenue, Mail Station 8-B
Oakland, CA 94612

Subject: Draft Environmental Impact Report/ Environmental Assessment (EIR/EA) for SR-17/I-280/I-880, I-280/ Winchester Boulevard Interchange and I-880/Stevens Creek Boulevard Interchange Improvement Project

Dear Ms. Garcia:

Santa Clara Valley Water District (District) staff has reviewed the Draft Environmental Impact Report/ Environmental Assessment for SR-17/I-280/I-880, I-280/ Winchester Boulevard Interchange and I-880/Stevens Creek Boulevard Interchange Improvement Project, received on April 18, 2011.

The District's 66-inch diameter Central Pipeline, a high pressure raw water pipeline, is located under I-280 east of the MacArthur Avenue overcrossing and continues within MacArthur Avenue to the north and south. The proposed project improvements appear to cross the District's Central Pipeline. In accordance with the District's Water Resources Protection Ordinance, work crossing over or adjacent to a District facility is subject to review and issuance of a District permit. District staff sent plans for the pipeline to Mark Thomas and Co. in May 2010.

Table 4 on page 34 identifies the permits and approvals needed for the project. The District needs to be listed in Table 4 because a District permit will be required for the work crossing over the Central Pipeline.

On page 117, section 2.16.5, Noise and Vibration Effects During Construction, discusses noise effects, and notes the anticipation of pile driving during construction. However, the discussion does not address the potential impact of ground vibration from activities such as pile driving on underground utilities, including the District's Central Pipeline and appropriate mitigation measures.

Please forward a copy of the Final EIR and plans for the improvements over the District's

Central Pipeline when available. If you have any questions, please contact me at (408) 265-2607, extension 2586. Please reference District File No. 32317 on any future correspondence.

Sincerely,

Kathrin A. Turner
Assistant Engineer II
Community Projects Review Unit

cc: S. Tippets, C. Haggerty, M. Martin, K. Turner, File

32317_54148kt05-03

Re: 280/880/Stevens Creek
From: Sierra Club's San Jose Cool Cities team
May 18, 2011

COMMENT 3

Thank you for providing the opportunity for public comment regarding the 280/880/Stevens Creek project. We would like to promote creating a safe, Complete Street approach that will benefit both the surrounding neighborhood and community at large.

There are several aspects of the plan that we feel are on the right track:

- Bike lanes along San Carlos and Stevens Creek
- Wide sidewalks along Stevens Creek
- Planning for the possibility of a future Bus Rapid Transit route
- Signals that detect bicycles

In order to further promote safe, Complete Streets, we suggest:

- Using green-colored bicycle lanes, especially in busy areas such as the Stevens Creek bridge
- Having bicycle sharrows in all areas not designated to have a bicycle lane

We would like these changes in order to promote Envision San Jose 2040 Community Value of having an interconnected community as well as the Mayor's Green Vision: Goal 10 of having 400 miles of on-street bikeways. The above changes will promote bicycling and help reduce traffic congestion as well as greenhouse gas emissions.

Respectfully submitted,
Erica Stanojevic
Representative of San Jose Cool Cities
Sierra Club Loma Prieta Chapter
ericast@gmail.com

SILICON VALLEY BICYCLE COALITION

COMMENT 4

1922 The Alameda
Suite 420
San Jose, CA 95126

Tel 408.287.7259
Fax 408.213.7559

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The SVBC is a 501(c)(3) non-profit organization

http://bikesiliconvalley.org

Sheryl M. Garcia
California Department of Transportation
111 Grand Avenue
Mail Station 8-B
Oakland, CA 94612

Via Email: 880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov

May 17, 2011

Dear Ms. Garcia:

The Silicon Valley Bicycle Coalition is a member supported organization which works to improve conditions for bicyclists in Santa Clara and San Mateo Counties. We would like to offer comments on the Revised Draft EIR for the 280/880/SR 17 interchange and surrounding streets.

The area addressed in the Revised Draft EIR includes 2 major freeways, major arterials (e.g. Winchester and Stevens Creek), and major shopping/retail centers with residences, schools, medical facilities, and a community college in close proximity. The high traffic volumes and lack of adequate bicycle and pedestrian facilities in this project area have a negative impact on the environment from a transit perspective. The existence of residences, flat terrain, good weather year round, density and diversity of facilities in the area make it ideal for non-motorized transit but it currently is not.

Freeways are significant barriers for non-motorized transit. Their interchanges are the most difficult and dangerous for bicyclists and pedestrians to navigate due to high traffic volumes and speeds, on/off ramps, and lack of adequate facilities..

We would like to offer some specific comments on the following pages.

Sincerely,

Corinne Winter
President & Executive Director

Cc: Ina Gerhardt, Caltrans District 4 Bicycle Coordinator, ina.gerhard@dot.ca.gov
Michelle DeRobertis, michelle.derobertis@vta.org

Feedback on the Revised DEIR/EA for:
Improvements at
SR-17/I-280/I-880 Interchange
I-880/Stevens Creek Boulevard Interchange

The feedback provided in this letter supports the following statements from the *Purpose and Need* section in the Summary of the DEIR/EA by reducing motorized transit and increasing non-motorized (bicycling and walking) transit:

- Improve operations and safety on the freeways and local roadways in the vicinity of the closely-spaced I-880/Stevens Creek Boulevard and SR-17/I-280/I-880 interchanges.
- Improve traffic circulation between the I-280/I-880 freeway corridors and the land uses that are located in the vicinity of these interchanges, including residential neighborhoods in the Cities of San Jose and Santa Clara, several major shopping centers and retail corridors, and two hospitals.
- Reduce traffic congestion and delay in the project area.

Comments on bicycle facilities included in the Revised DIER/EA:

We appreciate that the Revised DIER/EA incorporates bicycle and pedestrian improvements: Specifically for bicycles, the incorporation of a Class II bike lane on Stevens Creek Blvd between Di Salvo St. and Monroe St; traffic control of vehicular right-turn movements from the off-ramps and onto the on-ramps; bicycle loop detectors; and warning signage.

Since this is such a high traffic area we also request that consideration be given to green-colored bicycle lanes, particularly considering that bike lanes will be to the left of the right-turn lanes.

Comments on bicycle facilities not included in the Revised DIER/EA:

It appears that the area under study has diminished considerably in scope. Other designated arterial streets previously within the project area are Moorpark Avenue, Forest Avenue, North Monroe Street, and Winchester Blvd.

Installing a bike lane and other bicycle facilities on a portion of Stevens Creek Blvd. is commendable. However, most of Stevens Creek Blvd, including the heavily traveled section between Monroe and Winchester, as well as San Carlos Ave. east of Di Salvo will apparently remain unchanged.

While this is a great beginning, there is a huge need to consider connecting bicycle facilities in surrounding streets. Making the area really accessible to bicyclists will also reduce traffic pressures and help meet the goal of reducing traffic congestion. To this end it is important that the bicycle lanes be extended east and west of the project area on San Carlos and Stevens Creek Blvd.

Silicon Valley Bicycle Coalition, 1922 The Alameda, Suite 420, San Jose, CA 95126

We would also like to repeat some suggestions made regarding the surrounding streets in our comments on the earlier DEIR:

Other improvements that would allow this project to provide safe and convenient non-motorized transit in the area and help to mitigate the negative environmental motorized traffic impacts are:

1. **Provide bike facility improvements along Monroe between Forest and Williams.** This includes the to-be-reconstructed non-motorized facility under and over I-280.

   - Construct a bikeway on Monroe between Forest and Tisch (across Stevens Creek).
   - Between Forest and Stevens Creek constructing a two-way separated bikeway on the east side of Monroe would be preferred to avoid turning conflicts in and out of Valley Fair parking lots. Attention must be given to the ability to safely transition to/from this separated bikeway at the intersections of Forest and Stevens Creek.
   - Note that signage currently exists at the entrance to Tisch from Winchester and at the entrance to S. Monroe from Stevens Creek which indicates the road as a bike route leading to a bridge over Highway 280. This signage should remain and consideration should be given to adding additional signage with the addition of bike facilities along this route.

   The above improvements are in alignment with San Jose's 2020 bike plan to provide a continuous bikeway along Monroe. Refer to Table 6 in the bike plan starting on page 6 of 14: Monroe from Newhall to Tisch, class II bikeway; Monroe from Moorpark to Ori, class III bikeway; and connectivity to Moorpark from Williams to College, class II bikeway.

2. **Provide bike facility improvements along MacArthur between Moorpark and Stevens Creek, then across Stevens Creek and along Bellerose to Forest.**

   - Currently the best way to cross Moorpark in the MacArthur area is to use Pfeiffer. There's a light at Pfeiffer and Moorpark, allowing for continuing south on Thornton. This signalized intersection should be evaluated for bike improvements.
   - MacArthur is not currently bike friendly due being narrow with parking on both sides. Consideration should be given to installation of sharrows and traffic calming along MacArthur if it is not viable to remove on-street parking to allow for bike lanes.
   - North of Stevens Creek, Bellerose Drive provides connectivity to Forest. Bellerose is currently not bike friendly due to being narrow with parking on both sides. Consideration should be given to installation of sharrows and traffic calming along MacArthur if it is not viable to remove on-street parking to allow for bike lanes.
   - Currently the Forest / Bellerose intersection is not signalized which poses significant challenges due to the traffic along Forest. Consideration should be given to adding signals at this intersection.

3. **Construct a bicycle/pedestrian overcrossing of Stevens Creek at Valley Fair.**

   Although the DIER states that this improvement is no longer being considered, we would like it to be reconsidered and evaluated in terms of improving motivation for non-motorized transit in the area.

Great potential exists for providing non-motorized transit facility improvements through the area of this project that will:

- Improve connectivity into downtown San Jose and neighboring cities such as Santa Clara.
- Improve access through the residential neighborhoods, and to schools, medical facilities, shopping centers and retail corridors in this area.
- Reduce the operational and safety problems that result from very high traffic demands.
- Reduce traffic congestion in the project area.
- Improve the general livability of this project area and the surrounding areas as connectivity will be improved through this area.

Pacific Gas and Electric Company®

COMMENT 5

Technical and Land Services 111 Almaden Boulevard, Rm. 814
San Jose, CA 95115

May 20, 2011

California Department of Transportation
Attn: Sheryl M Garcia
111 Grand Avenue, Mail Station 8-B
Oakland, CA 94612

Re: Environmental Impact Report/Environmental Assessment – Improvements at SR-17/I-280/I-880 Interchange and I-880/Stevens Creek Boulevard Interchange

Dear Ms. Garcia:

Thank you for the opportunity to comment on the Environmental Impact Report/Environmental Assessment (EIR/EA) for the Improvements at SR-17/I-280/I-880 Interchange and I-880/Stevens Creek Boulevard Interchange document.

Information provided in the EIR/EA did not specifically indicate the direct impacts on our gas and electric facilities. However, since PG&E has an obligation to provide the public with a reliable and safe energy supply as mandated by the California Public Utilities Commission (CPUC) and to comply with the guidelines outlined in General Orders 95 and 112. PG&E should be consulted during the development of the plan to ensure that the capacity, operational and maintenance requirements for its gas and electric facilities are taken into consideration prior to approval of the final plan.

Early involvement will allow us to assess cumulative impacts to our systems and to identify facilities that may need to be installed, relocated and or realigned as a result of the proposed general plan revision. Because engineering and construction of our facilities may require long lead times, we encourage you to consult with us during the initial stages of your planning process.

We would like to note that expansion of utility facilities is a necessary consequence of growth and development. As development occurs, the cumulative impacts of new energy load growth use up available capacity in the utility system. In addition to adding new distribution feeders, the range of electric system improvements needed to accommodate growth may include upgrading existing substations and building new substations and interconnecting transmission line. Comparable upgrades or additions would be required for our gas system as well. Environmental impacts associated with new and or relocated gas or electric facilities as a result of the proposed project should be fully addressed in the final EIR and, if appropriate, mitigation measures to minimize or eliminate such impacts should be incorporated into the document as well.

PG&E owns and operates gas and electric distribution/transmission facilities which are located within or near the proposed project area. To promote the safe and reliable maintenance and operation of these utility facilities, the California Public Utilities Commission (CPUC) has mandated specific clearance requirements between utility facilities and surrounding objects or construction activities. To ensure compliance with these standards, project proponents should coordinate with PG&E early in the development of their project plans. Any proposed development plans should provide for unrestricted utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of PG&E's facilities.

We would like to recommend that environmental documents for proposed development projects include adequate evaluation of cumulative impacts to utility systems, the utility facilities needed to serve those developments and any potential environmental issues associated with extending utility service to the proposed project. This will assure the project's compliance with CEQA and reduce potential delays to the project schedule.

Should you have any questions, please contact me at 408-282-7534 or tpq1@pge.com

Sincerely,

Ted Quach

Ted Quach
Land Agent

CC:
Ethan Feron – VTA
Lauren Bobadilla - VTA
Daniela Caroselli – PG&E

COMMENT 6

1218 Willow St.
San José, CA 95125
May 15, 2011

Sheryl M. Garcia
California Department of Transportation
111 Grand Avenue, Mail Station 8-B
Oakland, CA 94612

re: "Revised and Re-Circulated" Draft EIR on I-280/880/17/Stevens Creek Interchange

Dear Ms. Garcia,

Thank you for sending me the CD with the "Revised and Re-Circulated" Draft EIR on the "Improvements at SR-17/I-280/I-880 Interchange and I-880/Stevens Creek Boulevard Interchange". I have updated my comments of Dec. 29, 2010, to reflect the change in scope – the removal of the consideration of a Winchester off-ramp, and to include some additional concerns and recommendations.

Speaking as an individual who has lived with the 280/880 mess for several decades now, I say "thank you!" and also "it's about time!"

The 280/880/17/Stevens Creek interchange in central San José has long been in need of improvement. North-bound (NB) I-280 is *seven*(!) lanes wide at that point: the leftmost one is a carpool lane, lanes 2 and 3 are through-traffic northbound, lane 4 basically dead-ends shortly, lane 5 now goes to both NB I-880 and Stevens Creek Blvd., and lanes 6 and 7 connect to SB-17 (the continuation of SB I-880). As your traffic analysis has shown, the main problem is that traffic to the Westfield Valley Fair and Santana Row shopping centers backs up Stevens Creek, which backs up onto the exit ramp, which in turn backs up lane 5 of NB I-280, sometimes for a mile or more. This creates a very hazardous situation: traffic on the freeway is at a standstill while traffic is whizzing by at 60+ mph on either side. Additionally, drivers entering NB 280 from Bascom/Leigh have to cross through the stopped traffic to enter the main roadway, and also some drivers wishing to go to NB 880 or Stevens Creek are unaware that they need to be in lane 5 and end up stopping lane 4 while trying to squeeze in.

The proposal to create a new off-ramp to NB 880 from the SB-17 flyover, basically making lane 7 go directly to NB 880, will separate the freeway-to-freeway traffic from the local shopping center traffic.

The proposal to replace the 50-year-old cloverleaf at Stevens Creek with a modified diamond with a generous amount of stacking room should help with the backup on NB-280.

And I like the proposal to have a direct connection from SB 880 to NB Monroe: this will allow some drivers to Valley Fair to avoid the congested intersection at Stevens Creek.

My main concern is that the study area did not extend far enough eastward, and that the on-ramp from Bascom/Leland to NB-280 wasn't considered in this draft EIR. As can be seen in Fig. 1, the Bascom/Leland on-ramp doesn't really "merge" with the main NB-280 traffic, but

rather exists as the 7th lane of the freeway for only about an eighth of a mile before peeling off to become SB-17. This has always been a "challenging" on-ramp to use, since if one didn't want to go to SB-17, one had to get up to freeway speeds and cross lane 6 (also going to SB-17), lane-5 (to Stevens Creek and NB-880), and get into lane-4 (which then finally merges into the main NB-280 traffic). While tricky, this has been doable since the traffic exiting NB-280 didn't really care if they were in lane-6 or lane-7 (they both went the same way), and the on-ramp users had "only" to cross one lane of exiting traffic at a time.

If the proposed direct-connection ramp from NB-280 to NB-880 is built as planned, then the NB-280 lane-7 becomes the exit-only lane to NB-880 and lane-6 becomes the exit-only lane to SB-17. Travelers on NB-280 wanting to go to NB-880 will have to cross over to lane-7 in that short 1/8 mile section where it exists: they can't preposition themselves well in advance in the proper lane as they can now. And travelers from Bascom/Leland will now have cross exiting traffic for both SB-17 *and* NB-880 at once, effectively weaving across twice as much traffic.

The Bascom/Leland on-ramp to NB-280 is important and serves a large area (the Burbank and Buena Vista neighborhoods) as well as a large traffic generator (San José City College) and a major arterial (Bascom Avenue) – see Fig. 2. The ramp is quite close to the next ramp upstream at Menker, which also is quite well-used, serving Willow Glen (Lincoln Ave.) and Mid-Town (SB Meridian). However, it is not practical to simply close the Bascom/Leland on-ramp and use the nearby Menker on-ramp since there is no access across I-280 to get to it. (For example, NB traffic from City College would have to get onto SB-280, loop off onto NB Meridian and then immediate loop again to go NB on 280.)

Perhaps a solution might be to close both the Leland and Menker on-ramps and to construct a single on-ramp midway between them from Leigh. The advantage would be that it would provide an additional three blocks of merge/weave space; the disadvantages include the cost of reconstruction, the added travel distance for the Bascom users, and the heavier traffic on the combined on-ramp.

Other comments:

(1) As I said at the Dec. 8th meeting, I recommend widening the SB-880→280 exit ramp to two lanes (in red on Fig. 3). There is adequate clearance under the existing bridges: it just needs a little pavement and some striping. This exit ramp serves both NB 280 and SB 280. Sometimes one or the other directions on 280 will back up, and then the single-lane SB 880 exit ramp also backs up, preventing drivers going in the other direction from reaching the uncongested side of 280. If the exit ramp were widened, then drivers could access the uncongested direction on the freeway, even while traffic is backed up in the other lane trying to access the backed-up direction.

(2) At the Dec. 8th hearing, others asked about Stevens Creek to NB-280 access: I think that would be a great idea! As shown in blue on Fig. 3, this might be accomplished in a couple different ways:

(A) from the left side of the on-ramp, with a short diagonal over to the SB exit ramp (before the NB/SB split), or

(B) from the right side of the on-ramp: a short diagonal to the NB-280 ramp after the split.

In reading the "Revised and Re-Circulated Draft Environmental Impact Report / Environmental Assessment" on the CD I was sent, it appears that you may have considered the latter (Option 30 in Table 5) and determined that it would be necessary to acquire properties and to shift Daniel Way. However, would this be needed if the ramp to NB-280 were to take off from the left lane of the Stevens Creek on-ramp? And, regarding the extra traffic on the on-ramp: the traffic will be getting onto NB 280 somewhere anyhow: if not here, then it will go on Stevens Creek (in front of Valley Fair and Santa Row), turn left (south) on Winchester, and then get on NB-280. It would seem better to get the traffic off local streets as early as practical.

(3) I would like to ask about the possibility of a direct SB-280-to-Stevens Creek ramp. Presently, traffic from SB-280 to Valley Fair has to exit at Winchester with a left turn on Moorpark, another left on Winchester, go past the side of Santana Row and the movie theaters on Winchester, and then finally turn right on Stevens Creek. I wonder if it might be possible to have a direct SB-280 exit, as shown in hot-pink in Fig. 3: split off just past the SB-280→NB-880 flyover and then ramp down the embankment to the new Stevens Creek stacking lanes, while the new NB-280→NB-880 ramp passes overhead. It may be tricky to get adequate overhead clearance, but, if such a connection could be constructed, it would really help to get traffic around the congested Winchester/Stevens Creek intersection.

(4) Finally, while it may now be outside the scope of the "revised and re-circulated" EIR, I would like to address improving bicycle access in the vicinity. My family and I routinely bike to Valley Fair, in large part because of traffic congestion on I-280 (!) and also because it is so challenging to find parking at the centers – and we do come back with purchases: bungeed to the racks or carried in sacks. (We even bought a sofa by bike: it had to be retrieved from the warehouse the next day anyway, and so our being on bike didn't impact the purchasing.) At the Dec. 8th hearing, after expressing my appreciation, I also suggested that CalTrans work on the design with the bicycling community. I'm afraid that CalTrans has in the past shown that it doesn't always understand bicycling issues, as illustrated by the multiple hazards in the existing bike access route (see Fig. 4). Some of the hazards could easily be remedied, and I hope they might be included as part of this project.

I would welcome the opportunity to discuss these thoughts in more detail: please email me at `Larry@L-Ames.com` or call 480/742-1798.

Thank you,

// signed //

Lawrence Lowell Ames

cc: Councilmember Pierluigi Oliverio, San José Dist. 6
Randi Kinman, chair, D6 Neighborhood Leaders Group
Beth Shafran-Mukai, chair, SJ Neighborhoods Commission
Carlos Babcock, Silicon Valley Bicycle Coalition
John Brazil, San José Bicycle Coordinator

L. Ames 5/15/11

Fig. 1

L. Ames 5/15/11

Fig. 2

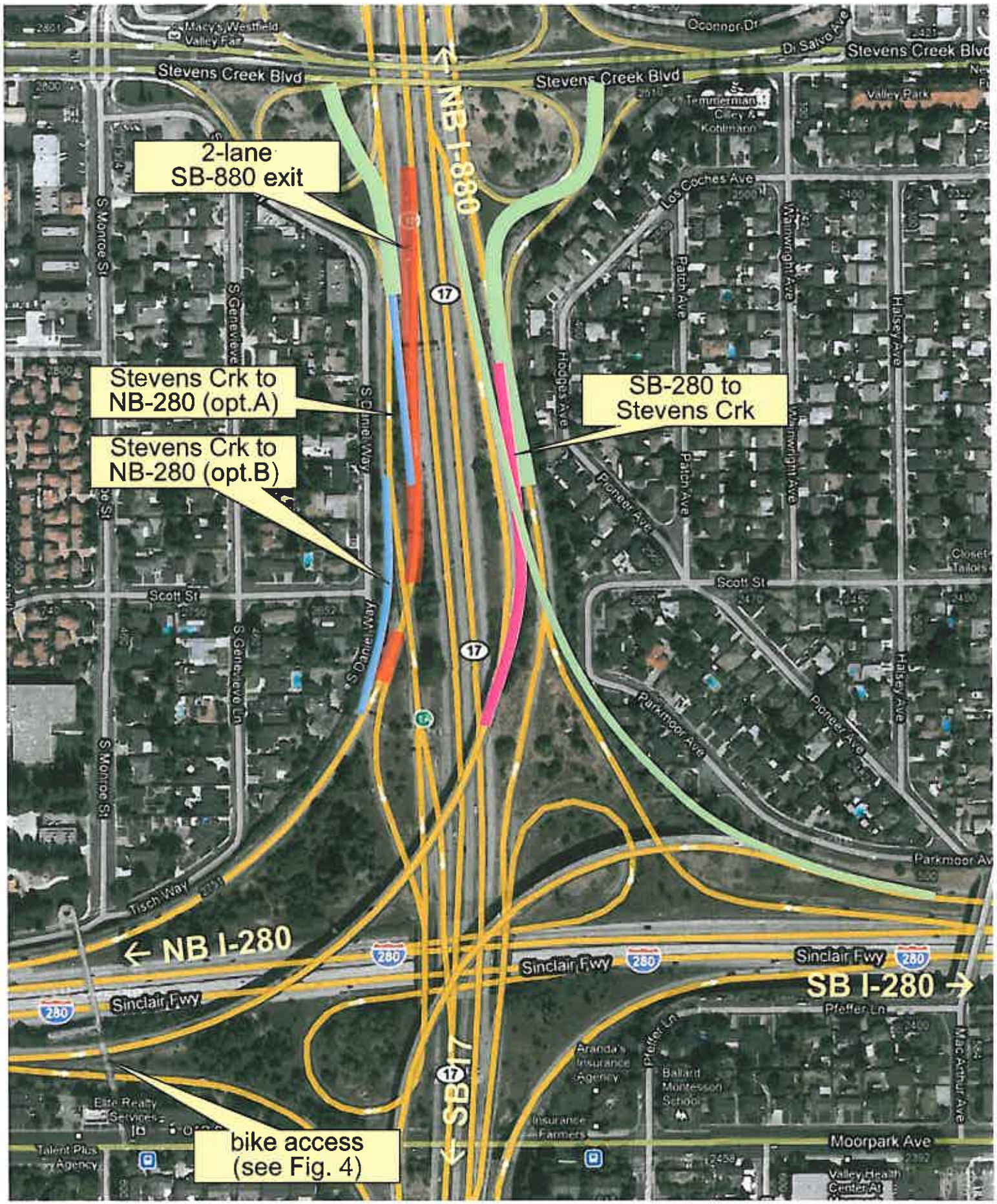

Fig. 3

L. Ames 5/15/11

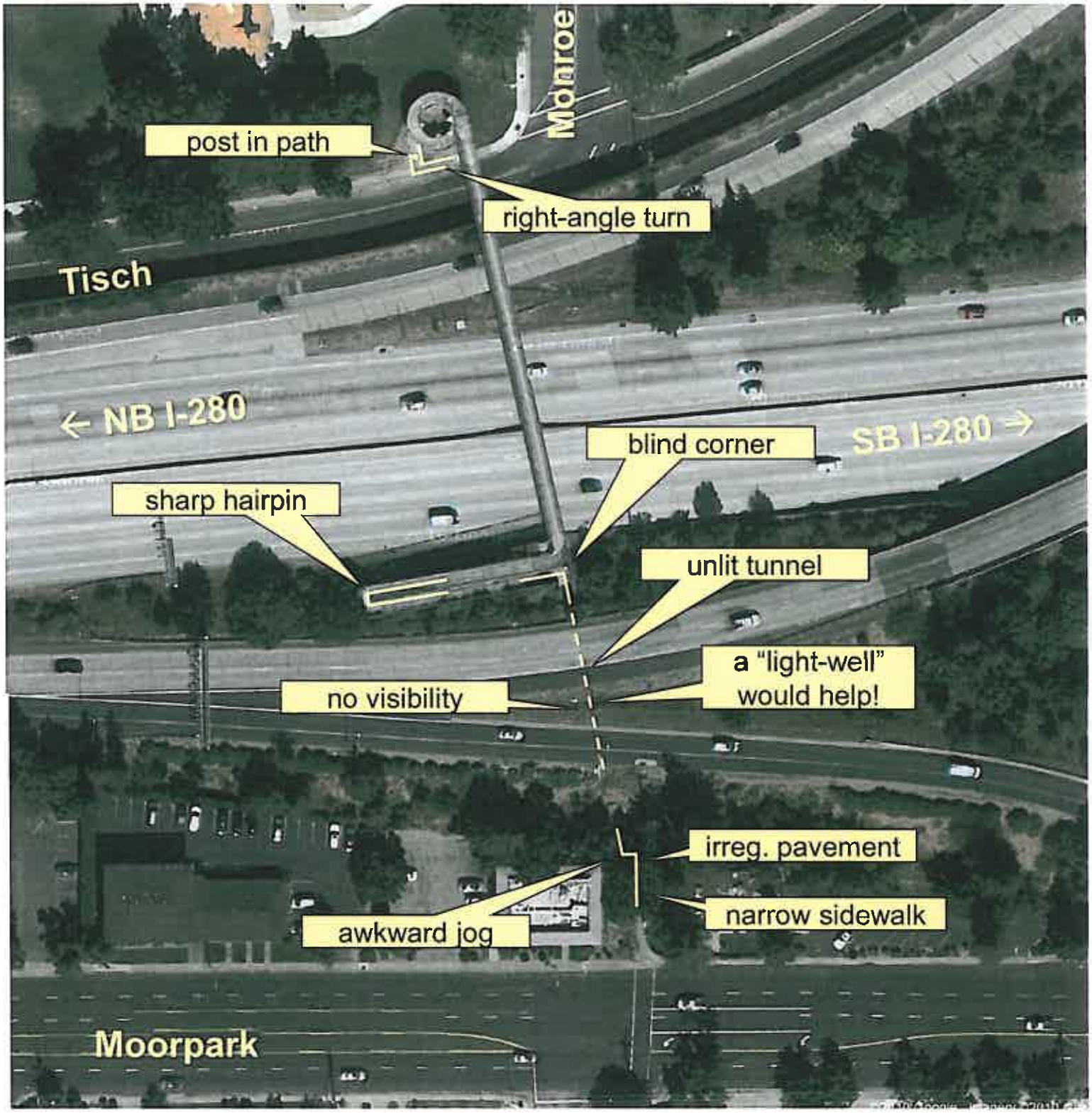

Fig. 4

L. Ames 5/15/11

From:	Jack Armijos
To:	880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov
Subject:	Comment/Suggestion for 880/280/Stevens Creek Project
Date:	04/29/2011 02:07 PM
Attachments:	Dir Connector.jpg Merge lanes.jpg

COMMENT 7

Dear Sirs,

I just checked this project online. I live nearby and was very interested in it.

1. Comment: I like, **very much,** the planned changes to the **880/Stevens Creek interchange.**

2. Suggestion: Instead of building an **expensive 280-NB to 880-NB Direct Connector**, why not do a **cheap "remodel"** of the two existing lanes, to allow for traffic coming off of 280 Northbound to **merge** with traffic on the **existing 280 Southbound-to-880 Northbound connector** (see yellow bubble in the attached picture)**?** Doing this would be easy, save money, create the **280-NB to 880-NB connection** intended, and give CALTRAN/VTA a chance to actually **measure** how much traffic would **use**/benefit from a direct connector there. Such connector could still be built later (if deemed necessary).

Thank you for the opportunity to comment,

Jack Armijos

Susan Bradley
<susanbradleyasan@yahoo.com>
05/13/2011 05:45 PM

To <880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov>
cc
bcc
Subject Comments

COMMENT 8

Dear Folks at Caltrans, You say that you are going to put one pedestrian signal on one onramp on Stevens Creek where it crosses over Highway 17. This will be a start, but for pedestrian safety, there needs to be a pedestrian signal at each freeway onramp and freeway offramp that starts or ends at the Stevens Creek overpass. Please realize that pedestrians cannot be assured of safely crossing all of the onramps and offramps unless there are pedestrian signal lights at EACH of them. The problem for pedestrians now is that there is only one signal light on one offramp, and all of the other offramps and onramps are dangerous to cross. Please do not repeat this error. Please put pedestrian signal lights at ALL of the onramps and offramps! Thank you! Susan Bradley

P.O.Box 1104
San Jose, CA 95108-1104

COMMENT 9

Written Comment Form

SR17/I-280/I-880, I-280/Winchester Blvd., and I-880/Stevens Creek Blvd. Interchanges Project

May 4, 2011 Environmental Public Hearing

I would like to provide written comments about the environmental document for this project.

Name: KAREN BUTLER

Address: 425 BRADLEY AVE City SJ Zip 95128

Email*: karenbutler_58@hotmail.com Phone*: 408-656-2626

Organization Representing (if any): _____

*Providing this information is optional.

Comments:

LOOKING FOR NOISE ABATEMENT, INCREASE IN PLANTING NOISE ABSORBING FOLIAGE, ENSURE TRAFFIC MANAGEMENT DURING + AFTER CONSTRUCTION PLEASE CONSIDER LOW NOISE PAVEMENT MATERIALS IN ALL SECTIONS – NEW + OLD

If you require more space for additional comments, please use back page.

This written comments can also be mailed to: CALTRANS, Attn: Sheryl M. Garcia, 111 Grand Avenue, Mail Station 8-B, Oakland, California 94612; or faxed to 510-286-5600; or emailed to 880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov.

Deadline for comments: May 18, 2011.

For more information about this project, please visit:
http://www.dot.ca.gov/dist4/280880stevenscreek/

Individuals who require documents in alternative formats are requested to contact Caltrans District 4 Public Affairs Office at 510-286-5705 or use the California Relay Service TYY number 1-800-734-2929.

COMMENT 10

Written Comment Form

SR17/I-280/I-880, I-280/Winchester Blvd., and I-880/Stevens Creek Blvd. Interchanges Project

May 4, 2011 Environmental Public Hearing

I would like to provide written comments about the environmental document for this project.

Name: Pamela Du Mond

Address: 601 Water Witch Way City SJ Zip 95111

Email*: fairyalityeted@hotmail.com Phone*: 615-8789

Organization Representing (if any): _____

*Providing this information is optional.

Comments: Nothing addressed the nightmare of Santa Row. They keep building & have no responsibility for ~~the beginning providing easier~~ road improvement due to their traffic. - from the very beginning they had no culpability to ease traffic flow. It just shows what money can buy.

If you require more space for additional comments, please use back page.

This written comments can also be mailed to: CALTRANS, Attn: Sheryl M. Garcia, 111 Grand Avenue, Mail Station 8-B, Oakland, California 94612; or faxed to 510-286-5600; or emailed to 880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov.

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The So. bound lane off Steven Creek to So. #17 was widened a few dozen feet to the tune of 10's of thousands of $ & proved nothing!!

(Santa Rosa contributes to traffic mess)

COMMENT 11

Written Comment Form

SR17/I-280/I-880, I-280/Winchester Blvd., and I-880/Stevens Creek Blvd. Interchanges Project

May 4, 2011 Environmental Public Hearing

I would like to provide written comments about the environmental document for this project.

Name: Hector Guzman Jr.

Address: 660 S. Winchester Blvd. APT. #30 City San Jose Zip 95128-2527

Email*: _____ Phone*: _____

Organization Representing (if any): My wife and Myself

*Providing this information is optional.

Comments: The meeting I Attended With my Wife was rather confusing the Post card said To arrive at the Library, but The VTA spokes person said Go to the cafeteria they Should of better clarified to the people the exact location, NOT of change their minds the day of the Scheduled meeting. We arrived early Just to see Where it was Being

If you require more space for additional comments, please use back page.

This written comments can also be mailed to: CALTRANS, Attn: Sheryl M. Garcia, 111 Grand Avenue, Mail Station 8-B, Oakland, California 94612; or faxed to 510-286-5600; or emailed to 880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov.

Deadline for comments: May 18, 2011.

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Instructions for completing written comment form:

Please complete this form if you would like to write down your comments about the environmental document for this project. Your written comments will be on record and responses will be published in the final environmental document.

If you prefer to voice your comments, please use the Speaker Card. Thank you!

Additional comments: Held. The plan of Widening the S/C bridge was a good idea because it has been a problem with S/C Blvd. Traveling Eastbound To westbound. It has created a Bottleneck of Traffic below the on N/B 880 the direct connection of I 280 hopefully will Alleviate some of the congestion of Vehicles as well as pedestrain & bicycle traffic my Wife and I had tried to walk to Santana Row Shopping Center to get to Westfields Shopping Center on Friday and Saturday AND Sunday's I was ALMOST Run over By a vehicle one night Just Trying To cross S/C Blvd They needed TO provide a Light and enough Time TO cross the Street Luckily, I did not get hit When We had Walked over in This area.

Also, how was CALtrans going to come up with additional funding for this project. I believe that Westfield's ownership should pay more for this project since they get all the proceeds of sales tax from the customers who shop at there business and also that Santana Row should equal pay more for this project as well. The total cost of the project is $64.6 million and VTA contributed $54.2 million. There is a $10.4 million shortfall. How is VTA going to get the funding for the western half of the interchange. also there should be some schedule or time line when this project should start and end. The cost is an important question and how are the funds going to be alotted it will provide needed jobs.

Sincerly,

Hector Guzman Jr.

Hector Guzman Jr.

COMMENT 12

Written Comment Form

SR17/I-280/I-880, I-280/Winchester Blvd., and I-880/Stevens Creek Blvd. Interchanges Project

May 4, 2011 Environmental Public Hearing

I would like to provide written comments about the environmental document for this project.

Name: Steve Hanvey

Address: 170 Bellerose Dr City SJ Zip 95128

Email*: _____ Phone*: _____

Organization Representing (if any): _____

*Providing this information is optional.

Comments: Traffic on Bellerose Dr between Stevens Crk and Forest Ln. will become "cutthru" increasing traffic in this residential area. What actions will be taken to monitor traffic flow and patrol this street for traffic control (speeding cars) during construction phase?

If you require more space for additional comments, please use back page.

This written comments can also be mailed to: CALTRANS, Attn: Sheryl M. Garcia, 111 Grand Avenue, Mail Station 8-B, Oakland, California 94612; or faxed to 510-286-5600; or emailed to 880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov.

Deadline for comments: May 18, 2011.

For more information about this project, please visit: http://www.dot.ca.gov/dist4/280880stevenscreek/

Individuals who require documents in alternative formats are requested to contact Caltrans District 4 Public Affairs Office at 510-286-5705 or use the California Relay Service TYY number 1-800-734-2929.

COMMENT 13

(408) 298-0478

2582 Pioneer Ave.,
San Jose, California, 95128

April 22, 2011

Draft EIR/EA

Sheryl M. Garcia,
California Department of Transportation,
111 Grand Avenue, Mail Station 8-B,
Oakland, California, 94612

Dear Ms. Garcia,

My wife and I will be unable to attend the Open House/Public Hearing since we will be in New York at our grandson's wedding. However, the project change regarding Winchester Blvd. makes no difference to where we and many other people live on Pioneer Ave.

Over the past several years the noise from the increased traffic on the present off-ramps has become unbearable. All we are asking is for some sort of wall to control such noise. Such walls already exist all over the county; why not here?

The last time we received a "public notice of availability" we sent in a petition of about twenty-five (25) families requesting such a wall. The petition was sent to Santa Clara Valley Transportation Authority (VTA). We hope the planners will understand "environment" as more than simply moving traffic.

Yours truly,

James and Judith Harvey

COMMENT 14

Written Comment Form

SR17/I-280/I-880, I-280/Winchester Blvd., and I-880/Stevens Creek Blvd. Interchanges Project

May 4, 2011 Environmental Public Hearing

I would like to provide written comments about the environmental document for this project.

Name: Sharon A. Hoyt

Address: 516 Patton Ave. City ST Zip 95128

Email*: N/A Phone*: 408-993-1040

Organization Representing (if any): N/A

*Providing this information is optional.

Comments:

Please include the proper sound walls. We are in the NB I-280/NB I-880 Direct Connector neighborhood and the freeways are already loud. Any increase in decibals from new right-of-way location and elevation would directly impact quality of life.

If you require more space for additional comments, please use back page.

This written comments can also be mailed to: CALTRANS, Attn: Sheryl M. Garcia, 111 Grand Avenue, Mail Station 8-B, Oakland, California 94612; or faxed to 510-286-5600; or emailed to 880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov.

Deadline for comments: May 18, 2011.

For more information about this project, please visit: http://www.dot.ca.gov/dist4/280880stevenscreek/

Individuals who require documents in alternative formats are requested to contact Caltrans District 4 Public Affairs Office at 510-286-5705 or use the California Relay Service TYY number 1-800-734-2929.

Instructions for completing written comment form:

Please complete this form if you would like to write down your comments about the environmental document for this project. Your written comments will be on record and responses will be published in the final environmental document.

If you prefer to voice your comments, please use the Speaker Card. Thank you!

Additional comments: _____

The additional noise will also impact property values, as this entire project already has.

COMMENT 15

Written Comment Form

SR17/I-280/I-880, I-280/Winchester Blvd., and I-880/Stevens Creek Blvd. Interchanges Project

May 4, 2011 Environmental Public Hearing

I would like to provide written comments about the environmental document for this project.

Name: Dawna Karnes

Address: 380 Clifton Ave City SJ Zip 95128

Email*: dkarnes@sbcglobal.net Phone*: _____

Organization Representing (if any): _____

*Providing this information is optional.

Comments: ① With the installation of the flyover ramp from N280 to N880. - How will that impact the current on ramp to 280 at Leland Ave and at (Rutland Ave) and Parkmoor. Are they gone? or will they still exist?

② Traffic would flow better with a pedestrian over crossing between Santana Row + Valley Fair

If you require more space for additional comments, please use back page.

This written comments can also be mailed to: CALTRANS, Attn: Sheryl M. Garcia, 111 Grand Avenue, Mail Station 8-B, Oakland, California 94612; or faxed to 510-286-5600; or emailed to 880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov.

Deadline for comments: May 18, 2011.

For more information about this project, please visit: http://www.dot.ca.gov/dist4/280880stevenscreek/

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If you prefer to voice your comments, please use the Speaker Card. Thank you!

Additional comments: (3) More traffic lights don't seem to be helping traffic congestion. Cloverleaf seems to be good with addition of flyover 280-880 and exit to Monroe Ave.

COMMENT 16

Barry Karnes
<Barry.Karnes@sbcglobal.net
>

05/08/2011 10:08 PM

To <880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov>
cc
bcc
Subject Comments on Proposed Changes to I-880, I-280 and Stevens Creek Blvd.

Hi Sheryl:

Thanks for the chance to comment on this proposal. We are homeowners located near West San Carlos and Leigh Ave.

The changes proposed appear to eliminate 3 parts of the cloverleaf at Stevens Creek Blvd and I-880. These 3 cloverleaf parts will be replaced with traffic lights at the I-880 off-ramps to enable right or left turns onto Stevens Creek from I-880. These new lights that are proposed for addition will likely cause large traffic back-ups in both directions of Stevens Creek--especially during "rush hour". Also, these lights will stop traffic exiting both north and southbound directions of I-880 which will cause traffic back-ups along I-880.

The proposed new northbound I-280 to northbound I-880 direct ramp connector may work, but it is not clear how easy it will be for traffic entering northbound I-280 from the Leland/Leigh/Parkmoor onramps to merge onto northbound I-280 traffic with the addition of the high speed traffic that would be merging from northbound I-280 to northbound I-880 on the proposed new connector. Also, it is not clear how the proposed changes--which include at least 2 new traffic lights along Stevens Creek will reduce traffic congestion in the area.

To alleviate traffic in the area, it would seem that new off-ramps from both I-280 and I-880 should be routed directly into either Santana Row or Valley Fair Shopping Centers. With 2 new off-ramps directly into the mall from both 280 and 880, the present traffic interchanges would likely be sufficient.

Also, although it is outside the scope of this project, it would greatly smooth the traffic flow along Stevens Creek Blvd. if a new handicapped accessible pedestrian bridge were made that would enable pedestrian crossing between Santana Row and Valley Fair so that Stevens Creek traffic would not need to stop for pedestrians walking crossing Stevens Creek Blvd. between the two malls.

We support the removal of the Winchester Boulevard connection and are glad to hear that this is no longer being considered.

Please let us know if you have any questions.

Regards,

Barry & Dawna Karnes
380 Clifton Ave, 95128

COMMENT 17

Written Comment Form

SR17/I-280/I-880, I-280/Winchester Blvd., and I-880/Stevens Creek Blvd. Interchanges Project

May 4, 2011 Environmental Public Hearing

I would like to provide written comments about the environmental document for this project.

Name: Nanette Larsen

Address: 45 Bradley Ave City S. J. Zip 95128

Email*: nlarsen@apple.com Phone*: 408 974-0252

Organization Representing (if any): Best / Larsen Trust

*Providing this information is optional.

Comments: please see back side!!

Noise level currently unacceptable.
<see back side>!!

If you require more space for additional comments, please use back page.

This written comments can also be mailed to: CALTRANS, Attn: Sheryl M. Garcia, 111 Grand Avenue, Mail Station 8-B, Oakland, California 94612; or faxed to 510-286-5600; or emailed to 880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov.

Deadline for comments: May 18, 2011.

For more information about this project, please visit:
http://www.dot.ca.gov/dist4/280880stevenscreek/

Individuals who require documents in alternative formats are requested to contact Caltrans District 4 Public Affairs Office at 510-286-5705 or use the California Relay Service TYY number 1-800-734-2929.

Instructions for completing written comment form:

Please complete this form if you would like to write down your comments about the environmental document for this project. Your written comments will be on record and responses will be published in the final environmental document.

If you prefer to voice your comments, please use the Speaker Card. Thank you!

Additional comments:

Concern - Noise Level at Bradley Manor is already above the legal limit!! So is the noise level going to be reduced? What about the streets further in, example Bradley Ave near Scott ave. how has this been surveyed for noise level?? Already we have people speeding on Scott & Bradley Ave in fact my dog was hit by a speeder, what if this was a child?? Construction will result in more people using my street, Bradley Ave, so how will this be controlled.

COMMENT 18

From: Stan Spilman
To: 880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov
cc: mrroadshow@mercurynews.com
Subject: Parkmoor/Leland 280 N. On-ramp Property Loss or Death Likely
Date: 05/03/2011 08:57 AM

There is less than 100 meters for cars to accelerate from a total stop to merge with freeway traffic at the metering light of the Leland Ave./ Parkmoor 280 N. on ramp. This is likely to result in accidents with substantial property damage
and a likelihood of injuries and possibility of deaths.

COMMENT 19

From: JACKWILCO@aol.com
To: 880_280_stevencreek_eir_ea_comments@dot.ca.gov
Subject: Request for soundwall
Date: 04/25/2011 01:10 AM

Subj: Request for Sound Wall West of I-880 between Stevens Creek Blvd and Forest Ave.
To: Sheryl M. Garcia

The residential neighborhood along Forest Ave. west of I-880 is in the direct sound path of the proposed two lane off ramp from South I-880 to Stevens Creek Blvd. / N. Monroe. Already unacceptable freeway sound levels will likely increase due to increasing the off ramp to two lanes.

Freeway noise enters the corner of this multifamily neighborhood from the Forest Ave overpass to a visual point South where sound is obstructed by the Westfield parking structure. No meetings were held with members of the "Cory Neighborhood" (census tract 5058.01) even though they have a web site. While this tract is primarily single family homes and on average, not likely considered "low income", the south-east corner is primarily multi-family with non-owner occupants of modest means and low rents. Two examples are: a family of three with monthly income of less than $1800 and a family of four with monthly income of less than $2500. This low income multifamily pocket is disproportionately impacted by excessive noise with potential impact on the residents' health. Occupants of this rental "pocket" neighborhood are often minorities who do not understand or respond to surveys and are thus under-represented in survey results.

This request addresses an area that is within the scope of the Revised and Recirculated Draft EIR/EA as well as a short segment of South bound I-880 that was in the previous Draft EIR but removed by the current Revision.

Thanks for your consideration and assistance in producing a project which addresses the needs of the community,

Jack Wilcock, Owner, 542 N Daniel Way

41 Woods Lane, Los Altos, Ca 94024
(408) 966-5724

COMMENT 20

From: Peter & Debbie
To: 880_280_StevenCreek_EIR_EA_Comments@dot.ca.gov
Subject: Improvements at SR-17/I-280/I-880 Interchange and I-880/Stevens Creek Boulevard Interchange
Date: 05/01/2011 04:09 PM

To Whom It May Concern:

The DEIR has found significant noise and vibration impacts during construction period. It has also stated that residences located adjacent to I-880, near the interchanges with Stevens Creek Boulevard and I-280/SR 17, where much of the construction activities will be concentrated, are not shield from the highway and ramps. While the proposed mitigation measures may provide some relief to the adverse effects, considering the proximity to residences, more robust mitigation measures are necessary. Such measures shall be written as a part of the ultimate construction contract and strictly enforced.

We propose the following modifications/additions to the mitigation measures:

- All internal combustion engine driven equipment will be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment.

- ~~Unnecessary~~ Idling of internal combustion engines within 100 feet of residences will be strictly prohibited.

- Staging of construction equipment within 200 feet of residences will be avoided.

- All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located ~~as far as practical~~ **at a minimum of 400 feet** from residences.

- All construction equipment will be required to conform to Section 14-8.02 - Sound Control Requirements of the Department's latest Standard Specifications.

- Demolition, ~~and~~ pile driving **and impulsive** activities should be limited to daytime hours only. **Work plan shall be developed to minimize the duration of such activities.**

- If nighttime, **non**-impulsive work is required, a construction noise monitoring program will be implemented to provide additional mitigation as necessary (in the form of noise control blankets or other temporary noise barriers, etc.) for effected receivers. **Any nighttime work shall be limited to weekend (Friday, Saturday and Sunday) only.**

- **Prior to construction, noise barriers shall be erected to shield residences, who are completely unprotected currently, from the most deafening effects of the work.**

- **The noise effects of the construction shall be monitored on a regular basis to ensure the effectiveness of the mitigation measures. Additional mitigation measures are to be implemented as necessary.**

Thank you for your consideration in order to maintain the sanity and well-being of residents.

Debbie and Chien Yueh
Halsey Avenue

Appendix I

Transcript of Public Testimony at the May 4, 2011 Public Hearing

VTA PUBLIC HEARING

SR 17/I-280/I-880,

INTERCHANGE AND

I-880 STEVENS CREEK BLVD.

INTERCHANGES PROJECT

ENVIRONMENTAL PUBLIC HEARING

CERTIFIED COPY

REPORTER'S TRANSCRIPT OF PUBLIC COMMENTS

DATE: Wednesday, May 4, 2011

TIME: 7:37 p.m.

LOCATION: CASTLEMONT ELEMENTARY SCHOOL
3040 E. Payne Avenue, Cafeteria
Campbell, CA 95008

REPORTED BY: NOELIA ESPINOLA, CSR
License Number 8060

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MR. BABOWAL: I was here and commented also in December, and I'm commenting about the sound walls. And it's nice to see that it's going to be, hopefully, incorporated in the final proposal. And I'm just here to reiterate that we want the sound walls. And I cannot emphasize that long enough -- strong enough, that those sound walls are definitely needed.

MS. GOODWIN: And I noticed that you're from the Pioneer neighborhood. Are you speaking about just that one or all of them?

MR. BABOWAL: All of them.

MS. GOODWIN: Thank you.

MR. BABOWAL: All of them. I hope the Pioneer one goes first, but all of them.

MS. GOODWIN: Thank you very much, Roger. Followed by Anthony. And our third speaker will be Patrick Hall.

MR. SACCO: My name is Anthony Sacco. I'm a board member of the Burbank Community Association. And we were here last December, and we spoke -- and I spoke.

We have -- we submitted a six-page comment, and we will probably do so again. And some of the same issues will come up.

And, having said that, one of the main issues

is this noise. And I know the sound walls are intended to address that, but I think there's -- that's not a complete solution. You need to address -- the source of the noise is -- a large part of the source of the noise, which is road-to-tire contact. And I discussed this in December. We hear a lot of tire slap. And particularly we hear it from westbound 280 to southbound 17 and, in the opposite direction, eastbound 280 to northbound 880. Because those are existing flyovers. If you even look at the aerial photograph, you'll see that pavement is old concrete pavement. It's very segmented. We get a lot of noise for that. And I know that this is not in the project, per se, but I'm hoping that you guys can do some mitigation.

And I also want to ask the question: Will you actually build the new flyovers and the new roadways and any new roadway construction with lower-noise pavement? That is a direct question.

MS. GOODWIN: Okay. So do we have the noise roadway pavement answer?

Daniel.

DANIEL: I don't know if this will fit into the two minutes.

MS. GOODWIN: Okay.

DANIEL: The roadway is going to be using

rubberized or -- asphalt. But the structure, we don't know. But (inaudible) concrete noise, but the roadway definitely we are proposing a rubberized casing.

MS. GOODWIN: And so Dan is here from Caltrans. Welcome, Dan.

UNIDENTIFIED SPEAKER: We are going to new technology to block out roadway noise in certain structures. But anytime because of that concrete slab, concrete that moves and naturally make a lot of hums. So the only thing, I think we do have a project to grind and smooth the road surfaces. But it does not guarantee that the noise will go away.

MS. GOODWIN: So what I'm hearing is, where they can, they will. And there isn't technology currently for the structures, but they are going to do a grinding job to make it as smooth as possible.

MS. GOODWIN: Just 45 seconds left out of the two minutes.

MR. SACCO: My second area of concern is, there is in the draft EIR and the (inaudible) statement that there will be 4.7 acres of impervious pavement added to the neighborhood. That means that 4.7 acres of rainwater will not percolate into our groundwater and resupply that. It means that 4.7 acres of dirty water will go into the Bay and have to be treated. So

I would like to see that addressed.

We live in a neighborhood that is highly urban. There's very little greenscape and softscape there now. I would like to know if we can somehow squeeze in a few acres of vegetation and greenscape beyond what's already planned. I know that some trees will be removed. I'd like to see trees replanted on a four-to-one basis. And there is actually some basis in county regulations for that.

And, finally, I have a question about -- it was not mentioned here tonight. The pedestrian crosswalk -- or the pedestrian bridge over 280 in the previous plan was not -- was said to be slated for reconstruction because it's just not pedestrian-friendly. I mean, it's not wheelchair-friendly. Is that still the case? Are you still going to reconstruct --

MS. GOODWIN: It's out because the ramp is out, I believe.

MR. HESSLER: It's out of the project.

MR. SACCO: That's too bad. We would like to see that. That's my point of comment.

And thanks for your sanity and your good judgment in eliminating Winchester.

MS. GOODWIN: Thank you very much. And

before Patrick comes up, I am going to acknowledge that supervisor Ken Yeager is here, joining us. Welcome. Did you want to say a few words, or do you want to just catch your breath? Okay.

Patrick is going to be followed by Pamela Du Mond, who is our fourth speaker. Patrick Hall.

MR. HALL: Thank you. Patrick Hall. And I'm at Kimberly's Elder Care, which is on Moorpark Avenue. And we're definitely within earshot of the project. I'd like to say thank you for the deletion of the Winchester off-ramp.

Also, I wanted to say that when Highway 85 was being built, rather vociferous residents from the Saratoga area were able to successfully lobby to have fewer on- and off-ramps and also to depress the roadway 20 or 30 feet. I don't know how much. But it was because of the involvement of those residents that they were successful.

We're maybe not quite as politically hep over on this side of town, but I definitely believe that -- I'd like to get the message to you people from Caltrans -- I don't know. It sounds to me like it doesn't square up with the things that I heard in the past about noise mitigation, pavement solutions and other technical solutions that could possibly be

1 considered. Some of it is like straight out of Popular
2 Science, I realize, like Dolby noise cancellation
3 technology, putting microphones and speakers on the
4 sound walls. I don't know what it takes. But, you
5 know, it's noisy over there, and I would like to see
6 you guys really challenge yourself. Maybe some of
7 the -- that extra money that you freed up from deleting
8 the Winchester thing could -- could do it.
9 So -- and then one question I would like to
10 ask, because -- you know, I'm close to Missouri. I was
11 from Kansas. And, you know, the Show Me State. I want
12 to know what -- when I look at the Hamilton
13 interchange, which is the new model, apparently, the
14 flavor du jour for off-ramps, I don't see the traffic
15 throughput improving. But maybe I'm -- you know, I'm a
16 country boy. Seems to me like the old model works
17 better.
18 So I don't know. Maybe you could address
19 that. Appreciate it.
20 MS. GOODWIN: Okay. Thank you.
21 John, do you want to talk about traffic
22 patterns at all?
23 MR. HESSLER: I don't have an answer. I'll
24 have to get it for you in the final.
25 MS. GOODWIN: So you will answer it, but it

will, unfortunately for you tonight, be in writing.

Pamela followed by Erica. Pamela still here?

MS. DU MOND: Mine is not about the EIR. I misunderstood. So I don't know that --

MS. GOODWIN: Okay.

I do have a little bit of a favor here. And I need -- is Ray -- have you spoken with Ray yet? Ray, put your hand up. Ray is with the City, and Pamela has got some questions about contributions from the developments in the area.

So, with that, I'm going to move on, with your permission, to Erica. Erica is up. And Erica will be followed by Nicholas Laskowski.

MS. STONOJEVIC: Hi. My name is Erica Stonojevic, and I'm representing San Jose -- or Sierra Club San Jose pool city team. And we basically try to ensure that San Jose does its part to address global warming.

And, first of all, we want to thank the VTA and everyone here for including bicycle and pedestrian improvements, and especially -- especially the bike lane on San Carlos and the interchange. So thank you very much.

The second thing I would like to say is, I am very upset that this project is primarily benefiting

1 Valley Fair. And they are foreign-owned company.
2 They're owned by people in Australia. I don't see why
3 they shouldn't be paying for half of it.
4 So I'm curious what people in the audience
5 think. How would you guys feel if Valley Fair paid for
6 half of it? Yes? Can I see a show of hands? How many
7 people are for Valley Fair paying for half of it?
8 Fair enough. I don't know if you can have an
9 estimate, maybe, how many people said.
10 MS. GOODWIN: Sure.
11 MS. STONOJEVIC: Or percentage. Can I please
12 get one more hand-raise? That way we can get an
13 estimate of how many people, percentagewise, would like
14 to see Valley Fair pay for half of this and the State
15 use money for better things. Because Valley Fair is a
16 foreign-owned company. They aren't paying taxes for
17 it.
18 MS. GOODWIN: Okay. About 50 percent of the
19 room had their hand up.
20 MS. STONOJEVIC: Yeah. I'd like to exclude
21 all that work for you. It's probably even higher.
22 Anyways, that's really my point. It is a
23 foreign-owned company. They are not paying their fair
24 share of taxes for us, and we shouldn't be paying for
25 improvements for them that do not improve the

conditions for local small businesses.

Thank you.

MS. GOODWIN: Thank you. Nicholas followed by Mehrdaud.

MR. LASKOWSKI: All right. First and foremost, I want to give a huge thank you to Caltrans and the VTA and every other agency involved in this, for putting a huge effort into this making a major improvement affecting (inaudible). So thank you very much for that.

I have three big concerns. First, can we please, like Erica said, look for all ways to get the foreign retail corporations who are the primary beneficiaries of this project to pay for their majority share of this. It would be only fair. Let's look for whatever ways we can find it.

Second, this project goes to great lengths right now to save -- by the official EIR estimate, 25 seconds for I-280 northbound drivers on Saturdays. Can we please put as much effort as we put into that into improving our community as a living, breathing, unique place by making the streets safe.

And, last, please address these concerns regarding the freeway-exiting cars merging onto Monroe Street. It seems like there's a cloverleaf design that

has been continued there. And I'm concerned with that, those cars merging at a highway speed with the bike crowd that is on Monroe Street.

Thank you very much.

MS. GOODWIN: Thank you. Mehrdaud followed by Clark.

MR. NIK-AHD: I only have one question. With regards to this project, what is the order of construction? What is going to be built first and what is going to follow for continuing order?

MS GOODWIN: Good question. Can we answer the construction order question?

MR. PRASAD: So you're looking at building the direct connector, which is from northbound 280 to southbound 880, which is part of the project, and then you're also looking at the Stevens Creek interchange. Pretty much everywhere. So we are, you know, about $10 million short that we are now looking for the funds. So that's the case. Then we will be building the project that's been proposed here.

And as far as the order, we are seeing calculated to constructing stages. And let's have -- and we plan to build the connector first and then start working from the westbound -- on the east side to the west side.

MR. NIK-AHD: Aside from the overpass, is the interchange going next, with the intersections themselves right after that?

MR. PRASAD: I'm sorry. Say that again.

MR. NIK-AUD: After you build -- you say the flyover ramp. That's -- that's number one that's going to be built first.

MR. PRASAD: Correct.

MR. NIK-AUD: Is it going to be the intersections themselves that follow that, or what's -- what is going to be the that process?

MR. PRASAD: Yeah, we haven't gone into that specific, you know, since we're still designing. So we have some ideas of how we can build, but -- you know, the initial design we're looking at. (Inaudible).

MS. GOODWIN: So, if you have some thoughts on that, you might want to leave that on a written comment.

Clark followed by David Kaufman.

MR. LEAKINS: All right. My comments kind of follow on the guy right before me. I'll just rattle them off, one, two, three, four, and you guys can figure it out.

First question is, why are you going to start this project in holiday times in the fall? That's --

1 don't. Okay? We all know the traffic is bad around
2 here on holidays. I shop sometimes, try to get there.
3 I could not -- couple of days before Christmas, I could
4 barely not get from my house to Moorpark on Winchester
5 to the Valley Fair mall. So I rode my bike, which I
6 nearly got killed, and came home. That's all I've got
7 to say. We need to -- not to mention, we know what
8 wintertime does to construction -- construction
9 schedule. I used to do that, so I know.
10 The second question is, will there be a
11 publicly -- publicly available construction schedule?
12 That is, when you're going to do some major cores,
13 driving piles, any of that. And what are the hours of
14 operation going to be? Because that's going to be very
15 disruptive to the people who live nearby.
16 That being the case, I would implore you to
17 put the sound walls up first for those neighbors. And
18 I'm not one of those neighbors. I just can agree with
19 them.
20 And the final thing is, I would ask, as much
21 as possible, to consider all local companies in
22 labor -- labor and material. There are plenty of firms
23 around here. I know -- if you need someone, tell me.
24 And I'll tell you who I recommend to do the concrete
25 and skilled workers. We need to employ our neighbors

on this job. I tell you, all those people would be more than happy to give you a good rate.

MS. GOODWIN: Okay. I think we do have the ability to answer a couple of those questions. Is there any kind of funding change to start the construction at a certain point? And, also, what about the outreach and construction information? And hours of operation, I'm assuming, are the typical San Jose appropriate hours of operation?

Mr. LEAKINS: Well, the second --

MS. GOODWIN: He's going to help you.

MR. HESSLER: The second part, I can answer it, which is, for all projects like this, part of what the outreach for construction is is making available the list of upcoming activities, what the hours will be, as well as phone numbers for people to call if there's a problem with noise or vibration or anything else during construction. That is a standard part of the community outreach that occurs during the construction.

MS. GOODWIN: Is there any reason for the timing of construction other than to get out as quickly as possible?

UNIDENTIFIED SPEAKER: CMIA funding.

MS. GOODWIN: CMIA funding has some

deadlines. So some of the funding -- some of the funding is maybe driving some of the schedule. But I think you did bring up a very good point about the holidays. And maybe there is some way they can take a look at that. So that will be probably one of the questions John will be answering in the EIR.

David Kaufman followed by Brad. And Brad right now is my last speaker card. So we're getting down to a very few more comments. If you do want to have -- make a comment tonight, please get that to me, because we'll be starting to wind down the meeting.

David.

MR. KAUFMAN: Okay. One comment. Since it's a do-over, I'd like to still ask you to consider getting the -- a ramp from Stevens Creek Boulevard to 280 northbound. For some reason they're saying there's no way to do that without, you know, having exceptions. But there is so many exceptions to the standards here. That is just one more exception. But having to all the way -- having to drive all the way to Winchester instead of being able to get right there from Valley Fair is something that would have a tremendous positive impact on traffic.

Number two, I was -- I was questioning whether or not there would be these big huge -- my

1 experience from being over at Cisco and seeing the
2 light rail going in, big huge pile drivers going off --
3 and I'm wondering, if there's any -- if there's damage
4 done, is there some plan where they know a certain
5 amount of property gets damaged, and is there some kind
6 of a way -- if my windows get broken from the -- from
7 the pounding two feet from my house, is there some
8 mitigation for that, or is it, Too bad, you're on your
9 own, go find your insurance company? I would like to
10 know what plans are in place for that.
11 And just -- third is just a little story to
12 everybody that wants to just squeeze Valley Fair. I
13 can tell you that there's a little town in Germany
14 called (inaudible), and they tried doing that. They
15 tried squeezing the business people for a lot of money
16 for improvements because they were going to expand.
17 The town right next door said, Hey, we'll take your tax
18 money, and we won't squeeze you. And they just shut
19 everything down. There's just weeds growing and a
20 decrepit big field of what used to be a beautiful
21 shopping center. And about a half a mile down the
22 road, they have a beautiful brand new shopping center
23 because they weren't harassed by the people squeezing
24 them for every nickel and dime.
25 MS. GOODWIN: To answer your question on the

1 pile-driving, do we know whether we're going to need to
2 drive piles?
3 UNIDENTIFIED SPEAKER: Yes.
4 MS. GOODWIN: Oh, then there will be
5 pile-driving. And traditionally the contractors do
6 tape around the area. We have videotape to show some
7 changes in condition. So you might think about doing
8 your own videotape. But usually a contractor will go
9 and videotape homes and street conditions before they
10 begin their job. So they tend to have that as evidence
11 as well. So you might think about taping your home if
12 you're that close.
13 John, did you have something to add?
14 MR. HESSLER: The answer to the first
15 question is in the EIR. This question keeps coming up.
16 We did go back and look at it. I know others asked for
17 that. And other --
18 MS GOODWIN: This is the northbound 280
19 question?
20 MR. HESSLER: This is the getting on
21 northbound 280 from Stevens Creek, correct?
22 And the answer is, in order to do that, it
23 would require shifting (inaudible), which would take
24 out a number of residences. So could it be done? Yes,
25 but it would be a big impact to that neighborhood.

So --

MS. GOODWIN: Brad is up next, and he's our last speaker. I have no more cards. So this is last call, as they say. Only usually a little later.

MR. IMAMURA: Thank you very much. And I just want to thank you all for having this meeting here and allowing us to come in and provide you with comments.

I just want to get back real quick to the Winchester off-ramp, the deletion. And I wanted to -- well, three questions, I guess. What impact did that have on the overall cost? In other words, how much did that amount -- did that -- did that take away from the cost of the overall -- of the -- of the total project?

Also, number two is, how much did the EIR cost?

And I know there was some discussion as to the new design after the deletion of the Winchester off-ramp, how great things were going to be or whatever. But that really kind of puzzles me, because I know initially, when the designers first tackled this project, they put that Winchester off-ramp in there for a reason. And I didn't hear any down side to deleting that.

And I just kind of mentioned: One of those

is the impact on the traffic now going back to Stevens Creek when, as we know, for those of us that live around here, every single weekend, if not weeknight, Santana Row is totally packed. You can't find a parking space. So people are going to Santana Row. And I know people have talked about having (inaudible). I'm opposed to a tax for them anyway.

But I just wanted to know, what's the -- what's the down side to that? There wasn't a lot of discussion on it. There was a lot of discussion about how great and valuable.

MS GOODWIN: Let's get those answers. Three questions: What's the difference, the delta in cost? And, again, this project isn't funded, so it's not like there is savings. So just to be clear about that. We're -- even with what we're presenting tonight, there's still a $10 million gap. So, when you take something off, it's not like you get money to use somewhere else, just to be clear.

So do we have a number for what that delta is that would have been used on Winchester?

MR. HESSLER: The Winchester component was going to be another 80 million.

MS. GOODWIN: So it's 80 million that they do not need to find, right?

1 MR. HESSLER: That 80 million, there was
2 never funding for it. It was in the project, but it
3 was going to be a future phase for when the funding was
4 found.
5 MS. GOODWIN: And the second question is
6 about how much the EIR cost.
7 And, Lauren, do you have that off the top of
8 your head, or is that an answer you're going --
9 LAUREN: (Inaudible.)
10 MS. GOODWIN: We can put that in the
11 document.
12 And then the third question, which is, why
13 was the ramp in there to begin with and what is the
14 community missing out by not having it?
15 MR. HESSLER: Going back to how the project
16 evolved. As we mentioned earlier, it started out with
17 trying to solve a lot of congestion, which everybody
18 knows is in that area.
19 Very early on, it became evident from all the
20 traffic studies that the project that we're presenting
21 tonight would have a lot of benefit, but it wasn't
22 going to solve everything as much as we had hoped for.
23 So that led to the next step, which is, Well, okay. If
24 this isn't going to be sufficient, what can we do?
25 That set in motion a whole -- probably two years of

1 looking at all kinds of options, from Winchester to
2 down to Hamilton, to a new interchange at 280 at San
3 Tomas, to Hedding, Forest, you name it. I think we
4 looked at 29 alternatives that would solve the problem.
5 All of them but Winchester had fatal flaws in
6 it, in the sense that we would wipe out half of the
7 neighborhood or the interchanges were clearly not going
8 to be Caltrans-designed standards. So we kind of
9 narrowed it down over the years to Winchester.
10 And Winchester was going to have significant
11 benefits, but, like almost every project we do, there
12 are some adverse effects. There's no such thing as an
13 impact-free project. And the down side of Winchester
14 was, there was going to be increased traffic over in
15 that area. Yes, it would relieve traffic over at
16 Stevens Creek, but it would increase traffic in that
17 area. People that lived over there were concerned
18 about that increase.
19 In addition, as I stated, beginning of the
20 meeting, a number of people in the Tisch Way
21 neighborhood had significant concerns about the
22 increased traffic and the fact that one of the design
23 options would make Tisch Way one way. They felt that
24 that would cause them -- in accessing their
25 neighborhood off of Monroe -- and it really becomes

1 Santana Row -- would cause them a lot of problems
2 because they would have to go around, through the
3 Stevens Creek/Valley Fair area.
4 So those were the down sides. And we
5 presented, like we do in every report, here are the
6 pluses and here are the minuses. And we heard, loud
7 and clear from the community, that one of the designs
8 was, in their opinion, unacceptable to them. And the
9 other design, the one that they were okay with -- it
10 turned out, as I said earlier, that designs that were
11 needed could not be approved by Caltrans at that
12 location.
13 So that's what happened.
14 MS. GOODWIN: So you're getting some
15 improvement, but not as much and for as long, I think,
16 boiling down what John just said, as you would have had
17 that other piece been in there.
18 MR. IMAMURA: And, again, thank you for your
19 explanation. But just to understand what you were
20 telling me is that due to the outcry or whatever -- or
21 appeasement, I can say, of a few neighbors in that
22 area, we are actually sacrificing thousands and
23 thousands more. And I can't -- I'm sure all of you who
24 have traveled north on 280 who pass Stevens Creek and
25 say, Gee, I wish there was an off-ramp on Winchester,

because now I've got to go all the way out to Saratoga Avenue and turn around. We have an opportunity now -- or we do have an opportunity to change that. And I'm going to tell you, ten or fifteen, twenty years from now, you're going to say, Gee, we would have had a chance to do that and blew it.

So, anyway, I appreciate your giving me the opportunity here. Thank you very much.

MS. GOODWIN: So, with that, thank you, Brad.

And no other comments? Again, you're welcome to leave us -- if you're not somebody who wants to speak before the podium, write comments. It will be just the same as speaking to us.

And please sign in if you would like to know when the EIR is finished and you have not given us a comment, because then you can be on the e-mailing list.

And CDs are here, photocopies are here. Do you have one final comment? Other than telling me the score.

(End of public comments.)

I, NOELIA ESPINOLA, do hereby certify:

That the public comments were taken down by me in shorthand at the time and place therein named, and thereafter reduced to computerized transcription under my direction.

And I hereby certify the foregoing transcript is a full, true and correct transcript of my shorthand notes so taken.

I further certify that I am not interested in the outcome of this hearing.

Dated: MAY 11, 2011

NOELIA ESPINOLA, CSR #8060

Appendix J

Approval Letter for Shortened Draft EIR Review Period

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT

EDMUND G. BROWN, JR.
GOVERNOR

KEN ALEX
DIRECTOR

April 18, 2011

Sheryl Garcia
Caltrans- District 4
P.O. Box 23660
Oakland, CA 94623-0660

RE: Improvements at SR-17/I-280 & I-880/ Stevens Creek Boulevard Interchanges (SCH# 20090120210)
Environmental Impact Report

Dear Ms. Garcia

We have reviewed your shortened review request and have determined that it is consistent with the criteria set forth in the written guidelines of the Office of Planning and Research for shortened reviews, and Section 21091 of the Public Resources Code.

The shortened review period for a negative declaration shall not be less than 30 days. The review process for the referenced project will start on April 18, 2011 and end on May 17, 2011.

If you have any questions, please contact Cuauhtémoc Gonzalez at (916) 445-0613.

Sincerely,

Cuauhtemoc Gonzalez
for

Scott Morgan
Director

cc: file

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Appendix K

List
of
Technical Studies

List of Technical Studies

The following technical studies were prepared during the preparation of this EIR/EA for this project. These studies are incorporated by reference and the information from the studies has been summarized and relied upon in this EIR/EA as part of the decision-making process. These studies are available to the public for review at the locations listed inside the front cover of this document.

Traffic Operations Analysis Report (DKS Associates), June 2010 with March 2011 Addendum

Visual Impact Assessment (Haygood & Associates), February 2010 with March 2011 Addendum

Historic Properties Survey Report (Basin Research Associates), May 2009 with February 2011 Addendum

Historic Resources Evaluation Report (Basin Research Associates), May 2009 with February 2011 Addendum

Archaeological Survey Report (Holman & Associates), May 2009 with February 2011 Addendum

Water Quality Report (Mark Thomas & Company), April 2010 with February 2011 Addendum

Stormwater Data Report (Mark Thomas & Company), March 2011

Preliminary Geotechnical Report (Parikh Consultants), February 2010 with March 2011 Addendum

Initial Site Assessment (Parikh Consultants), June 2007 with March 2011 Addendum

Air Quality Report (Illingworth & Rodkin), September 2009 with April 2011 Addendum

Mobile Source Air Toxics Report (Illingworth & Rodkin), September 2009 with April 2011 Addendum

Noise Study Report (Illingworth & Rodkin), September 2009 with February 2011 Addendum

Natural Environment Study (H.T. Harvey & Associates), June 2009 with February 2011 Addendum

Community Impact Assessment (VTA), August 2010 with February 2011 Addendum

Relocation Impact Memorandum (VTA), August 2010 with February 2011 Addendum