



Milpitas Community Working Group Meeting Summary

Date of Meeting: Monday, February 26, 2007 (5:00 p.m. to 6:30 p.m.)

Members in Attendance: Gunawan Ali-Santosa, Bill Ferguson, Jon Graff, Stan Herzstein, Greg Huber (for Natalie Huber) Armand Kunde, Jim Murar, Don Peoples, Steve Soriano, Ed Mendenhall

Members not in Attendance: Echo Arthur, Pamela Blacksten, Pat Brown, Allen Corriea, Jack Cox, Todd DuChene, Alan Friis, Deepka Lalwani, Sue Manring, Gaye Morando, Dem Nitafan, Bill Reisinger, Dave Richerson, Jim Schmidt, Brian Shreve, Jory Thomas

Other Attendees: Frank DeSmidt, Janice Nadal, Malcom Quint, Felix Reliford, Jamie Rodriguez, Henry Servin

Project Team: Hassan Basma, Kristina Chu, Tom Fitzwater, Daren Gee, Molly Graham, Brandi Hall, Marian Lee-Skowronek, Kat Mereigh, Kay Wilson

Location: Milpitas Community Center, Main Auditorium, 457 E. Calaveras Blvd., Milpitas, CA

Summary:

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The agenda included:

- Introductions/Welcome
- Agenda Review/Meeting Format
- Approve Meeting Summary from December 12, 2006
- Review CWG Status Report #9
- Receive Presentation on the Draft Supplemental Environmental Impact Report (SEIR)
- Receive Update on Station Site Planning Activities for the Montague/Capitol BART Station
- Public Comment

Meeting Overview:

Kat Mereigh welcomed everyone and reviewed the agenda. Kat provided a status report on the engineering and station area planning, environmental process, public outreach and involvement, project funding and the Federal Transit Administration's New Starts program. There were no changes to the previous meeting summary. The meeting summary was approved. A PowerPoint presentation was delivered by Tom Fitzwater outlining the new information, design changes under consideration, environmental analysis and environmental process and schedule. The

presentation was followed by an open discussion. The following summarizes comments received at the meeting.

Key Issues/Comments:

Land Use and the Milpitas Transit Area Plan

- The environmental document should consider that residential uses are planned for areas that are currently zoned as industrial.
- The Milpitas Transit Area Plan supports future residential land use that will require different mitigation than the industrial mitigation presented in the environmental document.
- The environmental document should analyze future land uses.
- The transit sub-area plan has not been approved and VTA cannot analyze projects until they are approved.
- The Milpitas planning department and traffic engineers have provided traffic analysis data to VTA.
- If the transit area plan is approved, it will be analyzed in the Federal environmental document.

Alignment Options

- The city of Milpitas prefers the retained-cut alignment option at Montague Expressway.
- The aerial alignment option is not favored by the majority of the community, clarify why VTA is still pursuing the option and whether the aerial option is less expensive.
- Provide information on when the preferred alignment option will be chosen and how the decision will be made.

Impacts and Mitigation

- Describe the noise and traffic mitigation measures and whether they would be implemented prior to operation.
- Clarify where sound walls will be constructed and how far they will extend.
- Concern for the increased traffic congestion at the intersection of Great Mall Parkway and Montague Expressway.
- Concern that traffic heading south from Cisco Systems will become worse with the BART construction and the impacts from the BART station.
- Clarify whether the traffic analysis has been recalculated to reflect the additional residential projects approved after the initial EIR.

Transit Center and Station Area Parking

- Clarify the transit center plans and operations. If there are two transit centers, riders will be confused.
- Suggest building parking with the capability to expand to accommodate future demand.
- Consider constructing more parking at the Great Mall.

General

- Clarify when the environmental analysis is expected to be complete.
- Clarify the flood plain analysis and whether the BART system is designed for a 100-year flood or a 500-year flood.
- Encourage Cisco Systems employees to use BART to alleviate traffic congestion.

- The invitation to the CWG meeting should be provided before the public hearing notification to avoid confusion.
- Provide information about whether the BART project will receive funds through the recent infrastructure bond measure passed in November 2006.
- Clarify whether the cost analysis in the environmental document includes mitigation and construction costs.
- Provide information about when specific design options will be developed for the future South Calaveras Station.