

**SILICON VALLEY RAPID TRANSIT CORRIDOR
BART EXTENSION TO MILPITAS,
SAN JOSE AND SANTA CLARA
POLICY ADVISORY BOARD MEETING**

Wednesday, August 23, 2006

MINUTES

1. The Regular Meeting of the Silicon Valley Rapid Transit Corridor BART Extension to Milpitas, San Jose, and Santa Clara Policy Advisory Board (PAB) was called to order at 4:05 p.m. by Vice Chairperson Blalock at the City Council Chambers, Milpitas City Hall, 455 East Calaveras Boulevard, Milpitas, California.

ROLL CALL

Members Present

Jim Beall
Tom Blalock, Vice Chairperson
Cindy Chavez, Chairperson
Zoyd Luce
Gail Murray
Madison P. Nguyen

Members Absent

Dominic Caserta
Scott Haggerty
Bob Livengood
Bob Wasserman

Alternates Present

Armando Gomez

Alternates Absent

James Fang
Patricia Mahan
Anu Natarajan

*Alternates do not serve unless participating as a Member.

A quorum was present.

2. PUBLIC PRESENTATIONS

David Richerson, Interested Citizen, commented that VTA should obtain written authorization from the Federal Transportation Administration (FTA) to utilize English units versus the metric unit system in the BART design.

Robert S. Allen, Interested Citizen, urged the PAB to consider BART to Alum Rock at grade, utilize the existing Western Pacific Railroad roadbeds, and construct BART over US 101 terminating at the proposed Alum Rock BART Station.

Chairperson Chavez arrived at the meeting at 3:10 p.m.,
Vice Chairperson Blalock relinquished his seat as Chairperson
and Chairperson Chavez presided for the remainder of the meeting.

3. **Minutes of May 24, 2006**

M/S/C (Blalock/Murray) to approve the Minutes of May 24, 2006.

4. **Planning Program Report – June 2006**

Marian Lee-Skowrenek, Principal Transportation Planner, provided a powerpoint presentation regarding the Planning Program Report. Ms. Lee-Skowrenek reported that in January 2006 the Federal Transportation Administration (FTA) published Guidance on New Starts Policies and Procedures that included proposed administrative changes to the program. Ms. Lee-Skowrenek noted that the primary purpose of the changes would result in the reduction of uncertainties related to the project cost and design, funding, and the travel forecast.

Ms. Lee-Skowrenek commented a key change that became effective in May 2006 is the FTA recommendation to further engineering design beyond 35 percent prior to commencing Final Design. Ms. Lee-Skowrenek further noted that an additional benefit in the project is FTA's role in managing the National Environmental Policy Act (NEPA) process and assisting the project sponsor with propitious federal review. Ms. Lee-Skowrenek noted that a key proposal to be considered for Final Rule Making in early 2008 links NEPA decisions with New Starts rating. VTA staff continues to work toward the avocation of maintaining the NEPA and New Starts processes separately.

Ms. Lee-Skowrenek reported that following negotiations between VTA and FTA a final draft of the Project Development Agreement (PDA) was submitted to FTA this July and was followed by a letter from VTA General Manager Michael T. Burns requesting the finalization of the agreement. FTA has requested VTA staff improve travel forecasting prior to re-entry into the New Starts program. VTA presented the initial problem analysis associated with transfer rates and data justifying future highway speeds. FTA and VTA agreed on the next steps process needed to address the transfer rate problem and to further evaluate the model's behavior. A determination was made that the model was behaving appropriately in relation to predicting future highway speeds, and FTA requested additional data from VTA on the observed travel speeds that reflect the model's forecast. Ms. Lee-Skowrenek reported that VTA would begin working on the improvement of the project Financial Plan as required by FTA as a requirement for re-entry into the New Starts process.

NOTE: M/S/C MEANS MOTION SECONDED AND CARRIED AND, UNLESS OTHERWISE INDICATED, THE MOTION PASSED UNANIMOUSLY.

FTA has provided VTA with guidelines and recommendations for improving the project rating. Ms. Lee-Skowrenek indicated that consultant services will be utilized to assist VTA staff to meet the FTA guidelines and recommendations and to improve the project rating. Ms. Lee-Skowrenek reported the consultant's field of expertise lies with the New Starts Process, and they would assist VTA staff with the compilation and analysis of data for the Financial Plan.

Ms. Lee-Skowrenek commented that VTA staff continues to work with cities along the corridor to advance station area planning at the proposed station sites. VTA is working in partnership with the Cities of San Jose and Santa Clara to develop a concept plan for the station area. A visioning public workshop is scheduled for Monday, August 28, 2006 at Santa Clara University. Public outreach on the workshop was sent to residents and businesses within 1,000 foot radius of the station area.

On order of Chairperson Chavez, there being no objection, the Committee received the Planning Program Report – June 2006.

5. Santa Clara Station Garage Options Evaluation

Ms. Lee-Skowrenek reported two garage options at the Santa Clara BART station have been approved as part of the SVRTC Final Environmental Impact report (FEIR). One option proposes the parking garage and bus center location on the north side of Brokaw Road (North Option) at the FedEx site, and the other option locates those facilities on the south side of Brokaw Road (South Option) at the former United Defense site. VTA staff recommends the North Option as the preferred option. FedEx has requested further analysis of the selection site. VTA staff has obtained the services of Bay Area Economics to prepare a comparison analysis of the options. This evaluation was completed February 2006 and provided to FedEx and the City of Santa Clara.

In the FedEx relocation option the transit facility is located north of Brokaw Road. Opportunities for Transit Oriented Development (TOD) have greater potential on both the north and south side of Brokaw Road with this option. Ms. Lee-Skowrenek reported VTA proposes the Transit Center and TOD on the north side and Hunter Properties, the landowners south of Brokaw, could have all of their land support TOD. In the South Option there would be no TOD opportunities on the north side of Brokaw Road because of FedEx's occupancy and a limited TOD on the south side of Brokaw Road due to the significant amount of land needed for the transit center. The analysis data was based on input derived from various background documents, site visits, VTA staff, and meetings with key principals from FedEx, Hunter Properties, the City of Santa Clara, and the City of San Jose Office of Economic Development. Ms. Lee-Skowrenek commented that communication between FedEx and VTA is ongoing.

Evaluation criteria for both options includes: 1) Local Planning; 2) Regional and Federal Policies; 3) Pedestrian-Friendly Environment; 4) Net VTA Revenue/Cost (20 years); 5) TOD Potential; and 6) Property Acquisition and Relocation Cost. Additional criteria considered and evaluated without notable differences between the two options include traffic improvements, environmental impacts, and construction impacts.

Chairperson Chavez inquired as to approximate density forecasts for the TOD. Ms. Lee-Skowrenek replied VTA, the City of Santa Clara and the City of San Jose are currently involved in a planning process to determine best land use options and density forecasts for the TOD.

On order of Chairperson Chavez, there being no objection, the Committee received the Santa Clara Station Garage Options Evaluation.

6. Parking Study

Ms. Lee-Skowrenek reported VTA and its City partners of Milpitas, San Jose and Santa Clara are preparing proposed parking plans for the SVRTC-BART Extension project and are identifying short term (2016) and long-term (2030) needs. The plans would be completed by June 2007 to inform the next phase of engineering design.

Ms. Lee-Skowrenek commented that based on the most recent travel forecast modeling effort, the estimated demand for parking along the BART extension is estimated to be 11,700 parking spaces. The parking demands for 2030 by station includes: 1) Montague/Capitol-2,000 parking spaces; 2) Berryessa and Alum Rock-6,700 parking spaces; 3) Downtown San Jose-no spaces; 4) Diridon/Arena-1,300 parking spaces; and 5) Santa Clara-1,700 parking spaces.

Ms. Lee-Skowrenek stated that within the next ten months VTA and its City partners would: 1) Finalize the 2030 parking and ridership forecast based on data from FTA; 2) Assess the proposal of constructing 11,7000 parking spaces; and 3) Identify the applicability of BART's Access Policy.

Ms. Lee-Skowrenek reported VTA's goal is to develop successful transit villages near stations, and noted the Project State Environmental Document Certification of 2004 projected daily ridership at 83,600, and FTA recommended updating the model, which resulted in a ridership increase of 25 percent. The increase indicates FTA recommendations to increase the forecast year by an additional five years and use the Smart Growth Housing and Job Projections indicated by the Association of Bay Area Governments (ABAG).

Ms. Lee-Skowrenek noted VTA has identified land surrounding the stations areas that could be utilized for in-structure and/or surface parking to support the 11,700 proposed parking spaces. The plan would specifically consider the following strategies: 1) No parking spaces for the Downtown San Jose Station; 2) Apply parking fees; 3) Shift parking demands; and 4) Phase parking. Ms. Lee-Skowrenek commented consideration would focus on VTA Joint Development Policy and the containment of the project cost.

Member Luce expressed concern the size of the proposed parking spaces would accommodate standard size vehicles. Jack Collins, Chief Construction Officer, responded that the proposed parking lots would accommodate handicapped, compact, and standard size vehicles.

On order of Chairperson Chavez, there being no objection, the Committee received the Parking Study.

7. **Preliminary Engineering Program Report - July 2006**

Mr. Collins, reviewed the Preliminary Engineering (PE) Progress Report. Preliminary Engineering efforts have achieved 92 percent overall completions to date. Mr. Collins reported the Preliminary Engineering schedules from each design team are being integrated into an overall Project Construction schedule, and preparation of work plans for the Engineering Confirmation Phase of the project will proceed in parallel with the Federal Environmental Clearance Phase.

Mr. Collins referred to the powerpoint presentation and noted that the PE work in progress involves the Engineering Confirmation Phase and includes: 1) Support of FTA guidance to progress the design and achieve Record of Decision (ROD) in December 2008; 2) Community outreach; 3) Resolve concerns of cities on specific issues such as the Dixon Landing Alignment, Montague/Capital Alignment and station configuration; 4) Downtown San Jose station entrances; 5) Downtown San Jose Station emergency exits; 6) Subway Ventilation; and 7) Stations Parking. Mr. Collins stressed a full evaluation of design option for the SEIR and EIS and a confirmation of the configuration, definition, budget , and schedule of the project would be implemented.

The Tunnel Segment

Mr. Collins noted the Tunnel Segment issued a report recommending an alternative tunnel alignment in the vicinity of Coyote Creek Bridge. A memorandum proposing conveyors for the tunnel mucking operation was issued for review. An updated report summarizing the current status of design relating to interfacing with Caltrain facilities has been issued along with a supplemental assessment and evaluation of Gourndborne noise and vibration that focused on residences along the alignment west of the Guadalupe River. Mr. Collins commented that also circulated was a draft report that presented additional options for the relocation of gravity flow and sanitary lines that lie within the proposed tunnel area in Downtown San Jose.

The Line Segment

Mr. Collins commented that the Line Segment issued their responses to the Union Pacific Railroad (UPRR) comments on the 35 percent railroad relocation design package and continues to prepare respond to consideration on additional PE designs. The final report on the Construction Noise and Vibration Study has been completed and the draft PE designs for review has been issued and has the Cost Estimate and Construction Schedule of activities for the Mission/Warren/Truck Rail (M/W/T).

Mr. Collins commented that the FTA is recommending that VTA look at opportunities for Value Engineering (VE) after the 10 percent design completion and also look at additional VE alternatives at the end of the PE. Value Management Strategies, Inc. (VMS) consulting firm has been brought in for both the Conceptual Engineering (CE) and PE and will start work in the next several months identifying potential additional savings that will be brought to the PAB.

The Systems Segment

Mr. Collins noted the Systems Segment issued a draft 35 percent Train Control System and Subway Ventilation System plans and specifications for review. Mr. Collins commented that the team issued comments on the High Voltage Substation and Traction Power System designs and sent out plans with the Formal Design Review Report. The team also released a report for review on Computational Fluid Dynamics analysis for three underground stations, and they also issued a draft 35 percent Line Electrical System and Underground Radio System plans and specifications for review.

Stations Segment

Mr. Collins stated the Stations Segment initiated review on draft 35 percent station designs, and the team submitted the draft Technical Specifications for review. Mr. Collins reported the Geotechnical and seismic Report for station areas has been issued and finalized and the team also finalized and issued emergency exiting calculations for ridership for the Year 2030. Mr. Collins noted a draft report on the basis of stations lighting designs have been distributed for review.

Yard & Shop Segment

Mr. Collins reported that the Yard & Shops Segment has issued the Final Geotechnical Report for use and the technical memorandum on facilities power load requirements for the Yard has been finalized and also issued for use. The team is also responding to Design Review comments on the PE plans.

Mr. Collins noted that PE work in progress includes: 1) Initiate Value Engineering (VE) Phase 2 workshops relating to PE designs in October; 2) issued report on alternative alignment around Coyote Creek Bridge on Santa Clara Street; 3) Preliminary Design for Mission/Warren/Truck-Rail (MWT) project issued for internal review; and 4) Formal Design Review and Report completed for the UPRR PE.

Mr. Collins noted the Project Cost Trend as reported March 22, 2005 at the PAB Meeting remains at a net savings of \$190 million (2003\$), with approximately 87 percent of the approved SVRTC-Project authorized budget of \$333.2 million incurred to date.

Mr. Collins noted VTA staff is working diligently with the City of Milpitas to resolve issues Milpitas relating to the clearing of the corridor of utilities to support the Mission/ Warren/Track Rail (MWT) Project and UPRR track relocation.

Mr. Burns commented that the terms of the next steps is to advance the design through the engineering confirmation phase, which will take the project beyond 35 percent to approximately 50-60 percent. Mr. Burns noted VTA staff anticipates bringing the contract amendments to the PAB in October for review and to the VTA Board of Directors in November 2006. Mr. Burns clarified that the relocation of the UPRR would be included in the next phase of the project. VTA's commitment to UPRR on the right-of-way purchase agreement has been concluded and the environmental work in progress represents primary project focus for the next eighteen to twenty months.

On order of Chairperson Chavez, there being no objections, the Committee reviewed the Preliminary Engineering Program Report – July 2006.

8. Recommendation for Value Engineering Proposal

On order of Chairperson Chavez, there being no objections, the Committee deferred the Recommendation for Value Engineering Proposal.

9. SEIR Schedule and Design Options for Environmental Evaluation

Tom Fitzwater, Manager Environmental Resources Planning, gave a report on the SEIR Schedule and Design Options for Environmental Evaluation. Mr. Fitzwater commented that VTA staff recommends approving the proposed SEIR Schedule and also approve the design options that would be evaluated in the SEIR.

Mr. Fitzwater commented that VTA is currently preparing a Supplemental Environmental Impact Report (SEIR) to evaluate project design changes and value engineering options that have developed since certification of the Final Environmental Impact Report (FEIR) of December 2004.

Mr. Fitzwater noted that final evaluation of all proposed changes would be complete prior to requesting formal approval on project changes in June 2007, and multiple options will be evaluated to provide flexibility in working with cities in the determination of the option that would provide the optimal goals of the project. Mr. Fitzwater commented that the Notice of Preparation (NOP) for the SEIR was issued on July 21, 2006, and the comment period would close on September 7, 2006. VTA completed an extensive mailing to over 30,000 residents, businesses and interested parties; issued public notices in major newspapers and radio stations; and conducted four public scoping meetings in the Cities of San Jose, Milpitas and Santa Clara in the months of July and August.

Mr. Fitzwater noted SVRTC key milestones in the SEIR Schedule include: 1) Notice of Preparation – July 21, 2006; 2) Scoping Period July 21 – September 7, 2006; 3) Public Scoping Meetings August 2006; 4) PAB Action August 23, 2006; 5) Joint VTA and BART Board Meeting November 2006; 6) PAB Briefing January 2007; 7) Circulation of Draft EIR January 7 February 2007; 8) PAB Action May 2007 and; 9) VTA Board Action.

Mr. Fitzwater noted the SEIR key changes include: 1) Warren Avenue Alignment; 2) Dixon Landing Alignment; 3) Montague/Capitol Alignment; 4) Montague/Capitol Station; 5) Berryessa Station; 6) Alum Rock Station; 7) Coyote Creek Alignment Shift; 8) Downtown San Jose Station; 9) Diridon/Arena Station; and 10) Santa Clara Station.

Referring to the powerpoint presentation on the Environmental Scoping meetings dated August 2006 Mr. Fitzwater reported projected ridership forecasts for 2030 have increased by 25 percent to 104,000 daily boardings over the 2025 forecasts. Mr. Fitzwater commented that four Scoping Meetings have been held in the Cities of Milpitas, San Jose and Santa Clara with an attendance of 84 interested citizens with some consistent comments focusing on the cost, funding, construction, alignment, station and parking garage size, and alternative options of the project.

Mr. Fitzwater noted the key project changes and new options include: 1) Warren Avenue Alignment-Aerial and Aerial East; 2) Dixon Landing Alignment-at grade; 3) North of Montague Alignment-Retained cut short, Aerial long and Aerial short; 4) Montague/Capitol Station-parking structure with surface or option two all surface parking; 5) Berryessa Station-parking structure with surface parking or option two with all surface parking; 6) Alum Rock Station-minor layout change; 7) Coyote Creek Alignment Shift-south of Santa Clara Street; 8) Downtown San Jose Station-Consolidated Downtown Station with three station entrances and one future station entrance; 9) Diridon/Arena Station-north parking structure or no parking and; 10) Santa Clara Station-north parking structure with surface parking.

Chairperson Chavez requested VTA staff provide the Environmental Scoping Meetings documentation data to the PAB.

M/S/C (Nguyen/Blalock) to approve the SEIR Schedule and Design Options for Environmental Evaluation.

10. PAB Work Plan

On order of Chairperson Chavez, there being no objections, the Committee reviewed the PAB Work Plan.

11. Announcements

There were no Announcements.

12. ADJOURNMENT

On order of Chairperson Chavez, there being no objections, the meeting adjourned at 4:40 p.m.

Respectfully submitted,

Jacqueline F. Golzio, Board Assistant
VTA Board of Directors