



**DOWNTOWN EAST VALLEY
POLICY ADVISORY BOARD**

Thursday, February 1, 2007

MINUTES

1. The Regular Meeting of the Downtown East Valley Policy Advisory Board (PAB) was called to order at 3:15 p.m. by Vice Chairperson Campos, Lower Level Conference Room, 70 West Hedding Street, San Jose, California.

ROLL CALL

Members Present

Nora Campos, Chairperson
Dave Cortese
Sam Liccardo, Vice Chairperson
Pete McHugh

Members Absent

Blanca Alvarado

A quorum was present

2. **PUBLIC PRESENTATIONS**

There were no Public Presentation.

3. **Minutes of December 1, 2006**

M/S/C (McHugh/Cortese) to approve the Minutes of December 1, 2006.

4. **Election of Chairperson and Vice Chairperson**

M/S/C (McHugh/Liccardo) to approve the election of Nora Campos as Chairperson of the Downtown East Valley Policy Advisory Board

M/S/C (McHugh/Cortese) to approve the election of Sam Liccardo as Vice Chairperson of the Downtown East Valley Policy Advisory Board.

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

5. **Update on Santa Clara/Alum Rock Mode Choice Forum**

Kevin Connolly, Transportation Planning Manager and Staff Liaison, reported that the Forum is scheduled for May 22, 2007, San Jose City Hall, Council Chambers, 200 East Santa Clara Street, San Jose, California. Community meetings are scheduled for March 19, 2007 through April 23, 2007, and a dress rehearsal is scheduled for the week of April 16, 2007.

On order of Chairperson Campos, there being no objection, the Update of the Santa Clara /Alum Rock Mode Choice Forum was received and filed.

6. **Update for the Santa Clara/Alum Rock Project**

Kevin Connolly, Transportation Planning Manager and Staff Liaison, stated that the DTEV PAB will receive an update at its April 5, 2007 Meeting.

Mr. Connolly reported that the Federal Transportation Administration (FTA) required VTA to update the “no build” options for the project. Since the time of this request significant developments have transpired with regard to real estate, land use development, and transit development in the Corridor. Due to the considerable changes to the “no build” condition, staff has had to make significant revisions to the “build” project alternatives.

VTA staff will meet with the City of San Jose staff to review design issues and ridership modeling numbers. Staff will update the PAB Members and their staff in March 2007.

On order of Chairperson Campos, there being no objection, the Update for the Santa Clara/Alum Rock Project was received.

7. **Status Report for the Capitol Expressway Light Rail Project Supplemental Environmental Impact Report**

Ken Ronsse, Design and Construction Manager, reported that in March 2005 the Board of Directors certified the Capitol Expressway Light Rail Project Environmental Impact Report (EIR) based on the design performed during Conceptual Engineering (CE). As the project moved to preliminary design, VTA’s design team proposed a handful of Value Engineering recommendations. Those recommendations were adopted by the PAB and supported by the Community. The approved changes are reflected in the Supplemental EIR.

Tom Fitzwater, Transportation Planning Manager – Environmental Resource Planning, provided a PowerPoint Presentation titled Draft “Capitol Expressway Light Rail Public Meeting, February 8, 2007” that highlighted the following: 1) Agenda; 2) Purpose of Public Meetings; 3) Background 4) What is a Supplemental EIR; 5) Draft Supplemental EIR Contents; 6) Approved Projects; 7) Changes to the Approved Projects; 8) Capitol Avenue/Capital Expressway; 9) Story Road Aerial Station; 10) Ocala Station; 11) Relocation of Electrical Transmission Lines; 12) Tully Road Crossing; 13) Eastridge Transit Center; 14) Environmental Findings; 15) Transportation; 16) Noise;

17) Vibration; 18) Construction Noise and Vibration; 19) Energy; 20) Environmental Justice; 21) Significant Unavoidable Impacts; 22) Next Steps.

Member McHugh referenced the Tully Road Alignment and asked staff to explain why a change to the approved alignment was made. Mr. Ronsse explained that the tunnel option had two significant problems, very high ground water table and traffic circulation.

Chairperson Campos inquired as to the savings that will result from choosing the proposed aerial guideway recommendation on Tully Road. Mr. Ronsse responded that when adding all of the Value Engineering the savings would equal \$20 million for the segment to Eastridge and between \$15 million and \$18 million for the segment to Nieman. Mr. Ronsse explained that the Value Engineering dollars have already been rolled into the revenue and expenditure projection in the VTA 2000 Measure A Transit Improvement Program.

Member McHugh asked about the severity of the impacts on the 11 properties who will experience vibration impacts. Mr. Fitzwater responded that the impact is similar to a truck passing at a distance of 50 feet.

Vice Chairperson Liccardo asked if the soundwalls will reach the same heights as the aerial structure. Mr. Fitzwater responded that the soundwalls will be located at the aerial structure and adjacent to the trackway. Mr. Ronsse added that staff will employ urban design or art enhanced features for the soundwalls.

Chairperson Campos stated constituents have expressed concern regarding the hours of construction. Mr. Ronsse stated construction will conform to the San Jose Noise Ordinance.

Vice Chairperson Liccardo asked if vibrations will only impact homes closest to the pile driving. Mr. Fitzwater responded that soil types will determine the level of impacts.

Vice Chairperson Liccardo asked about future impacts to homes located away from the construction site. Mr. Ronsse responded that staff will not know until soil modeling, the type of pile driving performed, type of equipment used and resistance received.

Member Cortese recommended that VTA self-insure the project to maintain control of claim adjustments.

Member Cortese recommended operating a multi-directional single High Occupancy Vehicle (HOV) Lane during peak hours. Mr. Ronsse stated he would provide an analysis on this issue at the April 2007 PAB Meeting.

Vice Chairperson Liccardo expressed concern regarding safety issues at the Ocala Station. Mr. Ronsse stated that staff recommends intersections that are clearly marked and will include countdown timers and audible signals. The Project will also include a median barrier and a fence under the aerial guideway to prevent jaywalking.

On order of Chairperson Campos, there being no objection, the Status Report for the Capitol Expressway Light Rail Project Supplemental Environmental Impact Report was received and filed.

8. **Information regarding the Process for Property Acquisition for the Capitol Expressway LRT Project**

Ken Ronsse, Design and Construction Manager, distributed a handout titled "Capitol Expressway Light Rail Project Eastridge Extension Property Acquisition Summary" that highlighted the following: 1) Background; 2) Property Acquisition Schedule; 3) Outreach; and 4) Acquisition Process.

Mr. Ronsse stated that the owners will have an opportunity to join VTA's appraiser during the inspection. Member Cortese asked the homeowners will receive copies of the appraisals. Mr. Ronsse responded that current law requires release of the appraisal for residences of four units or more. He added that VTA will revisit this policy.

Vice Chairperson Liccardo asked if property acquisitions will take place beyond Eastridge. Mr. Ronsse responded property acquisition beyond Eastridge is included in the 2000 Measure A Transit Improvement Plan but is not currently scheduled.

On order of Chairperson Campos, there being no objection, the Information regarding the process for Property Acquisition for the Capitol Expressway LRT Project was received and filed.

9. **Information regarding status of Capitol Expressway relinquishment**

Ray Salvano, City of San Jose, stated that the Capitol Expressway Relinquishment was agendized for the December 2006 San Jose City Council Meeting but was deferred to spring 2007.

Mr. Salvano noted that the San Jose City Attorney's office submitted a memo highlighting issues with the relinquishment. These include: 1) lack of description of the expressway; 2) lack of evidence that the County owns the expressway; and 3) lack of assurances that hazardous materials have been addressed. He stated the City of San Jose's Department of Transportation, City of San Jose's Public Works Real Estate Section, VTA, and County of Santa Clara have begun a concerted effort to respond to the issues.

On order of Chairperson Campos, there being no objection, the Information regarding status of Capitol Expressway relinquishment was received.

10. ADJOURNMENT

On order of Chairperson Campos, there being no objection, the meeting adjourned at 4:22 p.m.

Respectfully submitted,

Gilda M. Grozdanich, Board Assistant
VTA Board of Directors