

TRANSCRIPT T-2

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SANTA CLARA VTA / BAY AREA RAPID TRANSIT
DRAFT SUPPLEMENTAL EIR
PUBLIC HEARING
MISSION BRANCH LIBRARY, AUDITORIUM
1098 LEXINGTON STREET
SANTA CLARA, CALIFORNIA
THURSDAY, FEBRUARY 15TH, 2007
7:00 O'CLOCK P.M.

REPORTED BY: DEBORAH FUQUA, CSR#12948

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A P P E A R A N C E S

TOM FITZWATER

Principal Transportation Planner, VTA

KAY WILSON

Moderator

P U B L I C S P E A K E R S

Bob Blakely Steve VanPelt

Ken Sinclair John Urban

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1 Thursday, February 15, 2007 7:00 o'clock p.m.

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3 P R O C E E D I N G S

4 (Presentation given by Tom Fitzwater)

5 KAY WILSON: Thank you very much, Tom.

6 Thank all of you for waiting for the
7 presentation. Now we're ready for public comments
8 focused on the draft supplemental EIR. I've got a
9 couple of blue cards. Please raise your hand if you
10 want to turn in a blue card. Molly is circulating to
11 collect those.

12 We're going to stick with the two-minute time
13 limit. And Jane will hold up a yellow card when 30
14 seconds is left and a red one when the time is done.
15 And I already announced we have a court reporter.

16 We're not going to respond to the questions
17 during the public comment period. We're going to just
18 take everybody's questions, get them documented, and
19 we'll close the public hearing. And we'll write down
20 any questions you have during this period, and then we
21 can answer those, once we've closed the public hearing,
22 on a one-on-one basis.

23 Anybody good to go? I've got three cards, and
24 the first one is Bob Blakely.

25 And if you just want to stand in your seat, I

1 think we can hear you.

2 BOB BLAKELY: Okay. I came from San Francisco
3 to -- because I'm interested in this project, even
4 though I live up north because I think a rail link
5 around the bay is important in the future. Now, my
6 comment -- as you know, the more underground
7 construction they do, the more costly it's going to be
8 and the more time it's going to take and the more
9 people that's going to have to, you know, be forced out
10 of their homes and their businesses.

T2-1

11 I think the -- I understand -- I'm for saving
12 the environment, but I think the VTA is getting
13 involved too much in some of these transit projects
14 which tend to pull things back. My question is, when
15 do they actually plan to actually start construction,
16 even from Fremont south? And when do they anticipate
17 it be -- having it clear to Santa Clara? Some of us
18 here, it probably won't even be in our lifetime. But I
19 think the sooner that this can be done, the better.

20 KAY WILSON: Thank you.

21 Ken Sinclair, please.

22 KEN SINCLAIR: Could you back that up to the --
23 everybody running down The Alameda? Why?

24 KAY WILSON: Okay. Let's record that question.
25 Why is everybody running down The Alameda?

T2-2

1 KEN SINCLAIR: Yeah. They just widened the
2 overpass on Coleman. And I think that some people may
3 drop somebody off on The Alameda, but the majority of
4 the people are going to go around on the Coleman way.

T2-2 cont.

5 KAY WILSON: Okay. Well, let's record that one,
6 and we can talk about it afterwards.

7 KEN SINCLAIR: And how much money do they have in
8 the treasury already?

T2-3

9 KAY WILSON: Okay. How much money do they have in
10 the treasury?

11 KEN SINCLAIR: Because we've been giving you a
12 half percent sales tax for almost ten years now.

13 KAY WILSON: Okay. Thank you. Did you have any
14 other comments?

15 KEN SINCLAIR: That's it.

16 KAY WILSON: Thank you.

17 Steve VanPelt.

18 STEVE VanPELT: Hi. I'm from north. I'm from San
19 Mateo County. I'm quite concerned about how you're
20 going to pay to operate the system. You may be
21 familiar with the experience of San Mateo County.
22 Here's the final agreement: Basically, it's going to
23 suck \$32 million out of our 1B funds; we're going to
24 get a total of 47 million for future transit projects;
25 32 million is going to pay for BART to SFO. You're a

T2-4

1 little concerned about that because that's what's going
2 to pay for Warm Springs BART, which will connect you to
3 the BART system.

T2-4 cont.

4 I think the engineering that's happening on
5 the route is first rate. I would argue that there may
6 actually be better routes, but -- the route is fine.
7 But I think you need to give serious consideration to
8 the technology that you see in world capitals from this
9 century. The Jubilee Line in London, the Meteor Line
10 in Paris are very similar. They contain a second set
11 of doors that protect people from falling -- not to be
12 able to fall from the platform into the tracks. And
13 they open in conjunction with the doors on the train
14 system.

T2-5

15 So I actually made a suggestion during some of
16 the scoping meetings. And a question I think needs to
17 be seriously considered, if we used three-car light
18 rail technology, how far would that satisfy the traffic
19 demand, the transit demand, for ridership into the
20 future? Because it literally could be operated for one
21 third the cost of BART.

T2-6

22 And with the right-of-way intact, we could
23 actually convert to BART when that became essential.
24 Looking at the ridership figures, I think they're
25 comparable to the Blue Line in Long Beach, L.A.

6

1 And they have three-car light rail vehicles right now
2 that satisfy the need.

T2-6 con't.

3 If I'm doing the math right, it looks to me,
4 with your headways, that you're going to expect an
5 average of about 500 people per BART train when you get
6 to the maximum.

7 Oops -- I'm out of time.

8 KAY WILSON: Okay. Thank you very much.

9 Any more blue cards? Come on, I'd love to
10 have some more blue cards.

11 Thank you.

12 JOHN URBAN: I would just like to know --

13 KAY WILSON: John Urban?

14 JOHN URBAN: Correct.

15 KAY WILSON: Thank you.

16 JOHN URBAN: I would just like to clarify that
17 there are no impacts along The Alameda in terms of
18 traffic. Is this what the projections are between,
19 let's just say, Lafayette and down to Downtown San
20 Jose? I think there was impact at Race and West
21 Taylor. Obviously there's impact, but there's no
22 unmitigatable impact at Race, Taylor -- is there
23 anything else along The Alameda?

T2-7

24 KAY WILSON: Okay. We've got that down, and we
25 can find that for you in the book.

7

1 JOHN URBAN: Okay. The other thing is, I'd just
2 like to know how many parking spaces are at the Fremont
3 BART station. That -- at 7:40 a.m., Monday through
4 Friday, all the spaces are occupied. I should say
5 Monday through Thursday. They're all occupied. And
6 I'm just wondering how that compares to 2500.

T2-8

7 I'd like to also go back -- you know, sound
8 impacts as the BART line comes out of the tunnel at
9 880, sound wall is the one -- we mentioned that is the
10 one sound mitigator. I was wondering if there were any
11 other ways to mitigate sound as the BART train comes
12 out of the ground.

T2-9

13 Also there was a comment by Mr. Fitzwater that
14 there was -- in the Santa Clara section, there was -- I
15 believe there was no impact on housing for sound. You
16 know, the Santa Clara station study has housing now
17 just east of the Santa Clara University. It's very
18 tentative right now, but that's the vision. I just
19 want to know how that meshes with this supplemental
20 EIR.

T2-10

21 KAY WILSON: Okay. Thank you.

22 Any more?

23 And thank you, Brandy, for getting all these
24 down for the discussion part.

25 Any other comments or anybody like to submit a

1 blue card, and I'll hear your comments?

2 Blue card? Did anybody come in late? We're
3 collecting blue cards if you'd like to speak.

4 JOHN URBAN: I got more, if that's okay.

5 KAY WILSON: More questions? If you've got more
6 questions, let's just save them for the after session,
7 unless there was something you really wanted to record
8 for the record.

9 JOHN URBAN: Well, of course I do. I wouldn't ask
10 to, if I didn't.

11 KAY WILSON: Okay. Well, we can give you another
12 two minutes. Go ahead.

13 JOHN URBAN: I just wanted to know why, as the
14 train comes out from under the ground at 880, it was
15 moved east? The number -- let's see. No. 47 mentions
16 that the alignment was moved east. I just want to know
17 why.

T2-11

18 KAY WILSON: Okay.

19 JOHN URBAN: That's it.

20 KAY WILSON: All right. Is there anybody else
21 that would like to make some comment on the draft
22 supplemental EIR?

23 (No response)

24 KAY WILSON: Okay.

25 Why don't we go ahead and just let you know

1 what's coming up. We do have two more public hearings.
2 And they are February 26th in Milpitas at the Milpitas
3 Community Center, and February 28th in San Jose in the
4 Hostetter-Alum Rock area at the San Jose High Academy.
5 And it will be the same type of arrangement. In fact,
6 it will be the same presentation in the same format for
7 those two meetings.

8 And then once again, to remind everyone that
9 all comments are due by March 16th, 5:00 p.m. There's
10 Tom's information for mailing it in, or you may e-mail
11 it or fax it.

12 I'd like to thank you all for taking the time
13 to come out this evening and for working with us on
14 getting through the meeting. And now we'll adjourn the
15 formal part of the meeting and meet individually with
16 any of you to answer the questions that we recorded or
17 any others that you may have.

18 Anybody with a tag on -- Ray is going to steer
19 you to the right people to answer various questions
20 because some of them are engineering and some of them
21 are environmental or whatever.

22 We'll go from there. Thank you very much.
23 (Whereupon, the proceedings closed at 7:52 p.m.)

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RESPONSE TO TRANSCRIPT 2 – FEBRUARY 13, 2007

Bob Blakely

- T2.1** *The BART Project would only displace 1 to 9 residences depending on the options selected. With regard to construction activities, Draft SEIR, Chapter 3, Figure 3.5-1, page 44 provides a project schedule. The first construction activity is utility relocation that is scheduled for 2009. Construction of the above ground line segment is scheduled to begin in 2009 and end in mid-2013.*

Ken Sinclair

- T2.2** *Based on land use projections, The Alameda would be one of the transportation routes to reach the Diridon/Arena Station. The Alameda would provide a more direct route for residences to the west than Coleman Avenue.*

- T2.3** *VTA began collection of the Measure A Sales Tax, approved by Santa Clara County voters to fund a list of transit improvement projects, in April 2006. As of March 31, 2007, VTA has received \$129 million in revenues from the 2000 Measure A Sales Tax.*

Prior to 2000 Measure A, The County of Santa Clara collected revenues from the 1996 Measure A/B Sales Tax. The County estimates that \$1.3 billion was collected during the ten-year sales tax program. The County of Santa Clara administered the Measure A/B program, with VTA as partner. The 1996 Measure A/B program ended April 2006.

Steve Van Pelt

- T2.4** *VTA is pursuing various options to fund BART operations.*

- T2.5** *The technology proposed is designed to be compatible with the existing and planned BART facilities. This is required since BART vehicles for the Project would also be traveling on the existing BART system. Therefore, any change in technology would need to be fully compatible with the BART system. If safety becomes an issue, then double doors may be a solution.*

- T2.6** *Refer to Response to Comment P-13.1 regarding the selection of BART as the preferred mode of transit. If a light rail alternative were selected, costs would not be 1/3 of the BART Project. Some savings would be evident in lower vehicle cost, yard and shops costs and some other facilities' costs. However, the most costly items are tunnel and station construction that would not change substantially for a light rail transit alternative.*

John Urban

- T2.7** *The Project was found to have a significant impact at the intersections of The Alameda and Taylor Street/Naglee Avenue and The Alameda and Race Street. Potential improvements were identified for the intersection of The Alameda/Race. However, at*

the intersection of The Alameda and Taylor/Naglee, there are no cost-effective feasible improvements that can be made. Therefore, traffic impacts at this intersection were considered significant and unavoidable.

T2.8 *The Fremont BART Station has 2,197 existing parking spaces.*

T2.9 *At locations where BART is coming out of a tunnel or is in retained cut, absorptive material can be place on the walls to reduce noise levels.*

T2.10 *The SEIR addresses existing housing and known projects that are in the City of Santa Clara’s development approval process. The housing reference is in such a preliminary stage that noise analysis is not possible at this time, nor required. As housing projects become more defined, the applicants will need to process their own environmental clearance documentation that incorporates noise mitigation as required by the City.*

T2.11 *Refer to Response to Comment P-16.2.*