

## CHAPTER 4.0: REVISIONS TO THE DRAFT SEIR

This chapter contains the revisions to the Draft SEIR. Text that has been deleted from the draft document is shown ~~with a red line through the deleted text~~. Text that has been added is shown with **bold red type**. The locations of the revisions are indicated by the headings, subheadings, paragraph numbers, page numbers, or other reference to assist the reader in locating the changes in the Draft SEIR. Where a revision is in response to a comment, it has been noted.

### 4.1 REVISIONS TO CHAPTER 1.0, EXECUTIVE SUMMARY

In Response to Comment S-1.9, Section 1.5, Table 1.5-1, under “4.4 Biological Resources and Wetlands”, the third row and first column has been revised:

*Design Change 239. Berryessa ~~Creek~~Station.*

The FEIR includes an access road from Berryessa Road to the Berryessa Station area west of railroad ROW. During Preliminary Engineering, this road was relocated to the east of the railroad ROW. Under both configurations the road breaches the 150 foot riparian setback from Upper Penitencia Creek. Impacts to Upper Penitencia Creek associated with the access road discussed previously in the FEIR remain applicable in the SEIR, as the road would still cross the creek and affect the same types of biological resources, although approximately 650 feet farther east. Mitigation is proposed to replace riparian habitat, which supplements the information in the FEIR.

In Response to Comments L-5.3, L-5.5, and P-33.1, Section 1.5, Table 1.5-1, under “4.6 Cultural and Historic Resources,” Architectural Resources in the first row and third column has been revised:

ARCHITECTURAL RESOURCES

**Designs and specifications for the Project features that impact historical resources shall be developed in accordance with The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings (U.S. Department of the Interior, National Park Service, 1995) or to equivalent mitigation measures that will provide an equivalent level of protection for historical resources to ensure that the alterations do not radically change, obscure, or destroy character-defining spaces, materials, features, or finishes.**

**VTA will execute a Memorandum of Agreement (MOA) with the appropriate government and historic preservation bodies to ensure the most effective approach to mitigation of impacts to historical resources. The appropriate government and historic preservation signatories will be determined by Project funding and environmental documentation issues. The measures to be included in the MOA are described below.**

- Design Standards and Guidelines. The Project features affecting historical resources will be designed in**

**accordance with The Secretary of the Interior’s Standards & Guidelines or equivalent mitigation measures that will provide an equivalent level of protection for historical resources.**

- Protective Measures. VTA will develop and implement measures to protect the historical resources from damage by any aspect of the undertaking.**

**These and other potentially feasible measures to mitigate significant adverse changes in the significance of historical resources will be identified in consultation with appropriate government and historic preservation bodies and will be set forth in the MOA. The MOA will be identified in the Mitigation Monitoring and Reporting Program (MMRP) for the Project. The MOA and MMRP will ensure that any measures to mitigate or avoid significant adverse changes are fully enforceable.**

~~Mitigation measures for the historic properties will be set forth in a MOA to be executed by appropriate government and historic preservation bodies. Other elements of the mitigation measures and MOA described in the FEIR are applicable.~~

Section 1.5, Table 1.5-1, under “4.12 Vibration”, in the first row, third and fourth columns, the text has been revised to be consistent with Table 4.12-4 Baseline Groundbourne Vibration Levels for Line Portion on page 142, the text in Section 4.12.4 Vibration Mitigation on page 146, the text in the Conclusion of Chapter 4.12 Noise and Vibration on page 185, and the text in Section 4.21.2 Significant Unavoidable Adverse Effects under CEQA on page 313:

Mitigation	Significance After Mitigation
<b>VIBRATION</b> LINE PORTION	
Approximately 6,260 linear feet of tire derived aggregate and 8,225 linear feet of 8 Hz floating slab or equivalent measures will reduce vibration impacts to less than significant levels <b>except for two residences at Terrace Gardens Senior Housing complex that would exceed the criteria by 1 VdB.</b>	<b>LESSU</b>

## 4.2 REVISIONS TO CHAPTER 4.0, ENVIRONMENTAL ANALYSIS

### 4.2.1 REVISIONS TO SECTION 4.2, TRANSPORTATION AND TRANSIT

Section 4.2.2.2, page 12, *Projected Ridership at Stations* 5<sup>th</sup> bullet, has been revised:

- Downtown – at West Santa Clara Street between ~~1<sup>st</sup>~~**4<sup>th</sup>** Street and San Pedro Street”

Section 4.2.3.1, page 17, Table 4.2-12 *2030 Project Park-and-Ride Space Requirements* has been revised:

Station Name	FEIR		SEIR	
	7 Stations	7 Stations + Calaveras	6 Stations	6 Stations + Calaveras
South Calaveras	0	990	0	1,253
Montague/Capitol <sup>1</sup>	1,628	1,023	2,030	1,198
Berryessa	<del>1,500</del> <b>3,500</b> <sup>2</sup>	<del>1,500</del> <b>3,500</b> <sup>2</sup>	4,126 <sup>3</sup>	3,495 <sup>3</sup>
Alum Rock	<del>3,500</del> <b>1,500</b> <sup>2</sup>	<del>3,500</del> <b>1,500</b> <sup>2</sup>	2,500 <sup>3</sup>	2,500 <sup>3</sup>
Diridon/Arena	2,262	2,262	1,313	1,319
Santa Clara	1,067	1,067	1,730	1,699
<b>TOTAL</b>	<b>9,957</b>	<b>10,342</b>	<b>11,699</b>	<b>11,914</b>
<sup>1</sup> The Montague/Capitol Station would only require 1,199 spaces if the South Calaveras Future Station is built. For the impact analysis, the worst-case scenario was evaluated assuming approximately 2,000 parking spaces at the Montague/Capitol BART Station. <sup>2</sup> <b>Includes a shift of 1,000 parking spaces from Alum Rock to Berryessa Station</b> <sup>3</sup> Includes a shift of 1,950 parking spaces from Alum Rock to Berryessa Station.				
Source: <i>Travel Demand Forecasts, Hexagon Transportation Consultants, Inc. Spring 2006.</i>				

Section 4.2.3.2, page 17, 2<sup>nd</sup> paragraph, 3<sup>rd</sup> sentence has been revised:

The Berryessa and Alum Rock Stations would have approximately ~~2,185~~**2,176** and 4,450 spaces, respectively.

Section 4.2.4.2, page 21, *Bicycle Parking*, 1<sup>st</sup> paragraph, 5<sup>th</sup> sentence has been revised:

The VTA bicycle parking design guidelines suggest that the initial supply of parking should be equal to 2 percent of the **non-motorized** daily passenger boardings at each transit station, and then usage should be monitored and the amount of bicycle parking adjusted based on observed demand.

#### **4.2.2 REVISIONS TO SECTION 4.6, CULTURAL RESOURCES**

As noted in Response to Comment L-5.4 (SJHLC), the following table is revised:

<b>Table 4.6-3: Summary of FEIR and SEIR Surveys for Historic Architectural Resources</b>			
	<b>Original Survey (for FEIR)</b>	<b>Addendum Survey (for SEIR)</b>	<b>Project Total</b>
<b>Properties, Buildings, Structures, and Objects within the Architectural APE</b>	767	94	861
<b>Resources not surveyed (less than 50 years or vacant)</b>	517	63	580
<b>Resources surveyed (50 years or older)</b>	250	31	281
<b>Listed in or appears eligible for listing in NRHP/CRHR</b>	21 properties containing 34 individual structures <sup>[1]</sup>	3	<del>22</del> <b>23</b> containing 35 individual structures <sup>[2]</sup>
<del>Eligible or appears eligible for listing in CRHR only</del> <b>Eligible or appears eligible to be considered historic resources under CEQA</b>	8	0	<del>87</del> <b>87</b> <sup>[3]</sup>
<b>Notes:</b>			
<p><b>1</b> Since the FEIR was certified, 2 of the 21 properties were demolished. The 2 demolished properties are the Fox Building, 40 North 4<sup>th</sup> Street, San Jose, APN 467-20-016 and the Murison Label and Carton Company, 421-435 Stockton Avenue, San Jose, APN 261-03-051.</p> <p><b>2</b> The 2 demolished properties were subtracted from the Project Total and one property was added because the Santa Clara Tower is now counted separately from the Santa Clara Station Depot, not as a contributing element to the Santa Clara Station.</p> <p><b>3</b> Since the FEIR was certified, 1 of the 8 properties was removed from the Project APE due to the deletion of the Railroad/28<sup>th</sup> Street optional alignment.</p>			
Source: JRP Historical Consulting, LLC, 2004, 2006			

In Response to Comments L-5.3, L-5.5, and P-33.1, the Mitigation on page 83 and Conclusion on page 85 of the Draft SEIR, are revised:

**Mitigation:**

**If significant impacts cannot be avoided, the Project features that impact historical resources will be designed to be compatible with the historic and architectural qualities of the affected historic buildings(s) and surrounding historic district in terms of scale, massing, color, and materials. Designs and specifications for these Project features shall be developed in accordance with *The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* (U.S. Department of the Interior, National Park Service, 1995) or to equivalent mitigation measures that will provide an equivalent level of protection for historical resources to ensure that the alterations do not radically change, obscure, or destroy character-defining spaces, materials, features, or finishes.**

**VTA will execute a Memorandum of Agreement (MOA) with the appropriate government and historic preservation bodies to ensure the most effective approach to mitigation of impacts to historical resources.** In Section 4.6.6 and Tables 1.5-1 and 6.2-2 of the FEIR, it is noted that the MOA would be executed by VTA, FTA (Federal Transit Administration), State Historic Preservation Officer (SHPO), Advisory Council on Historic Preservation (ACHP), and appropriate city and county historic preservation bodies. This mitigation is revised to state that “mitigation for the significant impacts to historic architectural properties will be set forth in an MOA to be developed and executed by VTA and the appropriate government and historic preservation bodies.” The appropriate government and historic preservation signatories will be determined by Project funding and environmental documentation issues. The measures ~~likely~~ to be included in the MOA are described ~~in Section 4.6.6.2 of the FEIR and remain applicable in the SEIR.~~

- **Design Standards and Guidelines.** The Project features affecting the contributing element(s) of the San Jose Downtown Commercial Historic District will be designed in accordance with *The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* or to equivalent mitigation measures that will provide an equivalent level of protection for historical resources.
- **Protective Measures.** VTA, in consultation with the owners of historic properties immediately adjoining the construction sites, will develop and implement measures to protect the contributing elements of the San Jose Downtown Commercial Historic District from damage by any aspect of the undertaking. Such measures will include, but are not necessarily limited to, a pre-construction structural survey and/or photo-documentation to determine the integrity of existing historic/non-historic buildings adjacent to and over the proposed extension. This survey would be used to finalize detailed construction techniques along the alignment and as the baseline for monitoring construction impacts during and following construction. During construction, VTA would monitor adjacent buildings for movement and, if movement is detected, take immediate action to control the movement.

**These and other potentially feasible measures to mitigate significant adverse changes in the significance of historical resources will be identified in consultation with appropriate government and historic preservation bodies and will be set forth in the MOA. The MOA will be identified in the Mitigation Monitoring and Reporting Program (MMRP) for the Project. The MOA and MMRP will ensure that any measures to mitigate or avoid significant adverse changes are fully enforceable.**

## **CONCLUSION**

There is no change in the conclusion that the Project would adversely affect archaeological resources. Although the potential archaeological resources that would be impacted by the Project have changed, the design requirements, best management practices, and mitigation measures identified in the FEIR remain applicable and no new mitigation measures are necessary.

There are one less and three new potential substantial adverse changes to the historic architectural property, the San Jose Downtown Commercial Historic District. **If**

**significant impacts cannot be avoided, the Project features that impact historical resources will be designed to be compatible with the historic and architectural qualities of the affected historic buildings(s) and surrounding historic district(s) in terms of scale, massing, color, and materials. Designs and specifications for these Project features shall be developed in accordance with The Secretary of the Interior's *Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings* or to equivalent mitigation measures that will provide an equivalent level of protection for historical resources. This mitigation measures, and other appropriate measures relating to for historic architectural resources will be set forth in an MOA to be developed and executed by VTA and appropriate government and historic preservation bodies. ~~The measures likely to be included in the MOA are identified in the FEIR and remain applicable.~~ **The MOA will be identified in the Mitigation Monitoring and Reporting Program (MMRP) for the Project. The MOA and MMRP will ensure that any measures to mitigate or avoid significant adverse changes are fully enforceable.****

The adverse effect to the historic Santa Clara Station identified in the FEIR is avoided with the relocation of the historic structures.

#### **4.2.3 REVISIONS TO SECTION 4.12, NOISE AND VIBRATION**

In Response to Comment L-6.7, Section 4.12.4 *Project Impacts and Mitigation Measures*, Figures 4.12-1a, 4.12-1b, 4.12-2e and 4.12-2f have been clarified and revised as follows:

Figure 4.12-1a depicts the proposed noise mitigation for Design Change 4, Crossover Tracks near Kato Road *with* the crossover proposed. No noise mitigation figure was provided for Kato Road without a crossover because the impact was less than significant and no mitigation was proposed. Figure 4.12-1b depicts *only* the proposed noise mitigation for Design Change 8 Dixon Landing Road Retained Cut Alignment, not for Kato Road.

Figure 4.12-2e depicts the proposed vibration mitigation for Kato Road *without* the Kato Road crossover. The text box "BART crossover" has been deleted from this figure. Figure 4.12-2f depicts the vibration mitigation for Kato Road area *with* the Kato Road crossover.

Section 4.12.4.2 *Tunnel Segment Groundborne Noise and Vibration Impacts*, Figures 4.12-3a and 4.12-3b on pages 166 and 167 have been deleted and replaced with the following two figures.

#### **4.2.4 REVISIONS TO SECTION 4.14, SOCIOECONOMICS**

Section 4.14.4, *Project Impacts and Mitigation Measures*, pages 196 and 197, Design Change 42. Diridon/Arena Station and Alignment has been revised with the following clarification:

Selection of the South Bus Transit Center Option would cause the permanent displacement of 90 parking spaces.

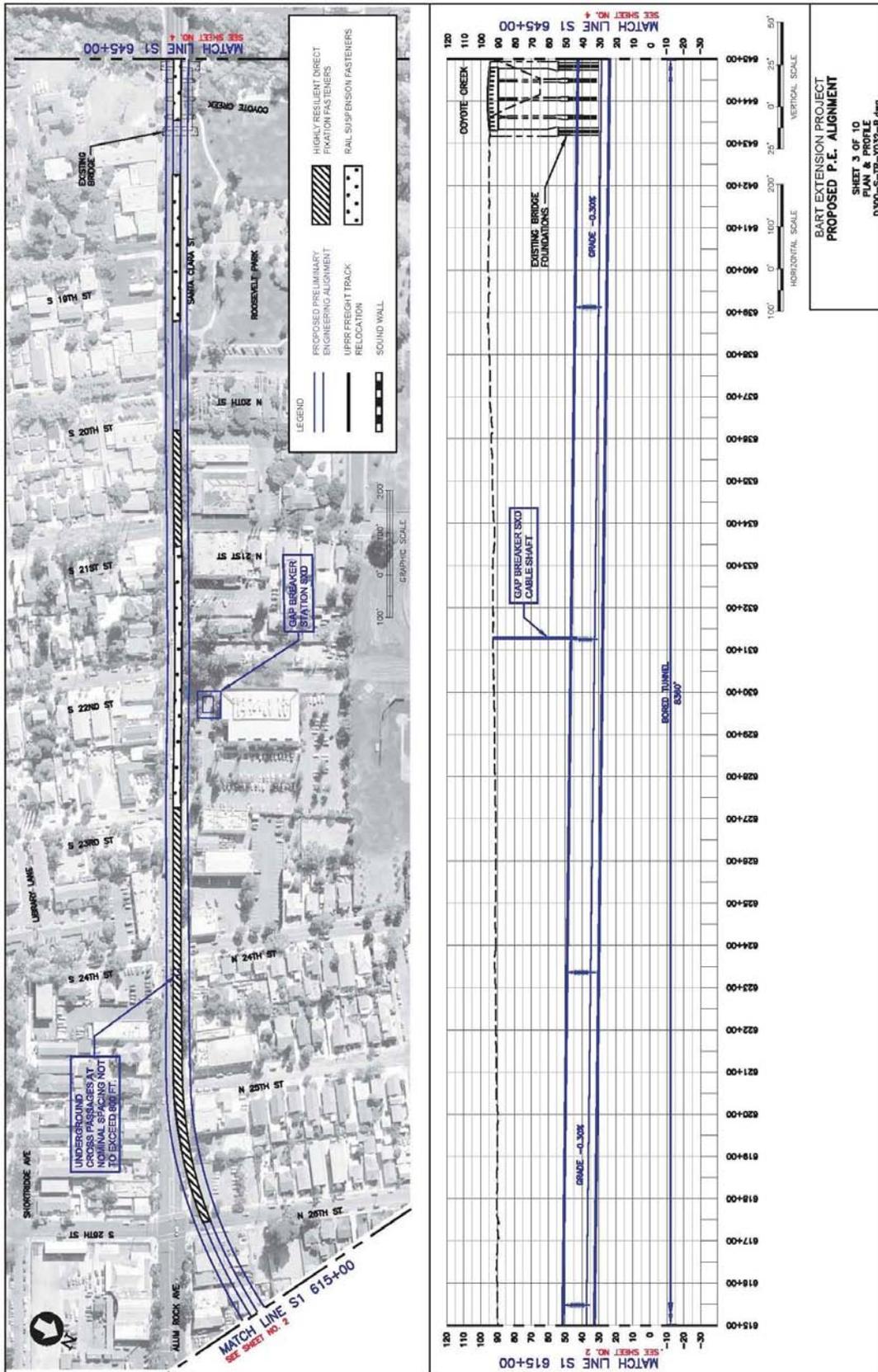


Figure 4. 12-3A Noise and Vibration Mitigation for Tunnel Portion

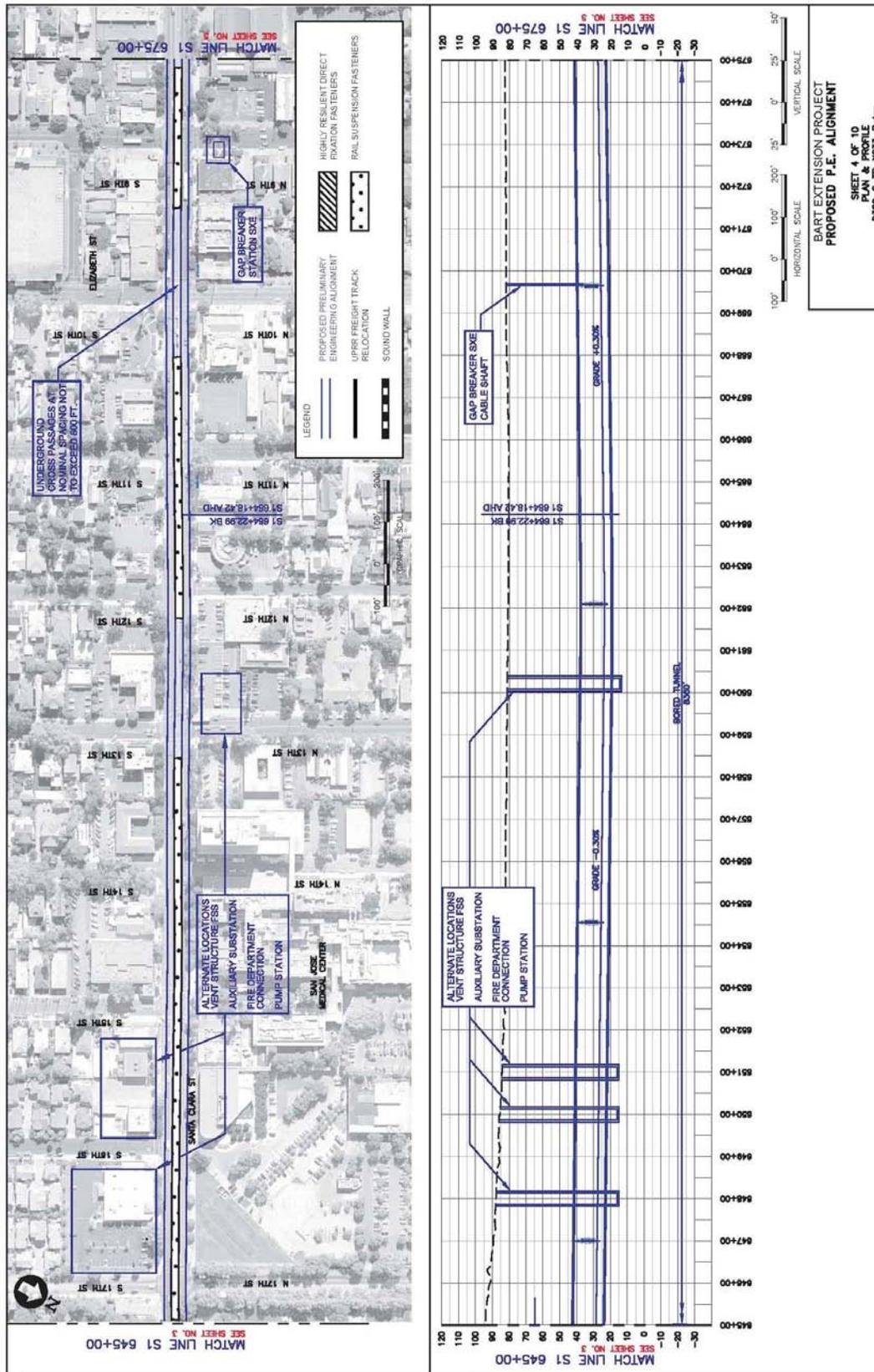


Figure 4.12-3B Noise and Vibration Mitigation for Tulumal Portion

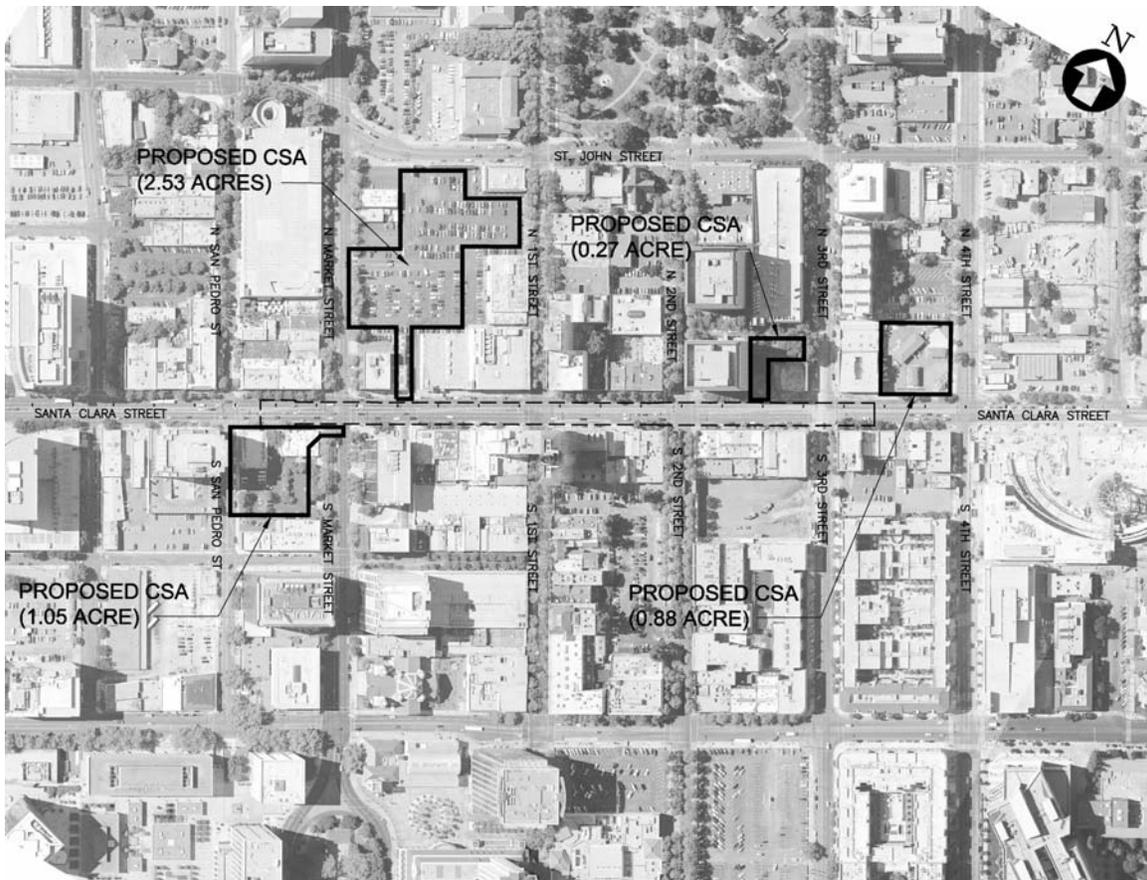
#### 4.2.5 REVISIONS TO SECTION 4.18, CONSTRUCTION

In Response to Comments L-2.3 and L-2.6, Section 4.18.4, Construction Staging Areas, the 2<sup>nd</sup> bullet on page 240 and Figure 4.18-28 on page 242, and all subsequent analysis in Section 4.18.5 regarding the Dixon Landing Road CSA have been deleted:

~~Dixon Landing Road. This area would include 1.78 acres along the south side of Dixon Landing Road between the railroad ROW and Milmont Drive. Access to the site would be from Dixon Landing Road.~~

Section 4.18.4, Construction Staging Areas, 9<sup>th</sup> bullet, and page 245, Figure 4.18-35 have been revised:

**The Downtown San Jose CSA has been reduced in size by approximately 1/3 acre, from 2.88 acres as shown in the Draft SEIR to 2.53 acres. This results in the retention of street access and approximately 40 dedicated parking spaces adjacent to several buildings in the block of properties between Market Street and First Street on the northern side of Santa Clara Street.**



In Response to Comments L-4.9 and P-34.9, Section 4.18.5.1, page 255, *Pedestrians and Bicyclists* has been revised. Inserted before the first paragraph is the following:

**There would be no impacts to bicyclists and pedestrians accessing the Guadalupe River Trail during construction of the sump pump at West Santa Clara Street and SR 87 (SR 87 CSA).**

Section 4.18.4, Construction Staging Areas, page 240, has been revised to add five Construction Staging Areas. These sites were discussed in the SEIR as Design Changes 31, 34, 37, 44, and 46. These sites would no longer include permanent facilities; however, they would be used as construction staging areas.

- **Marburg Way CSA – This area would include 0.08 acres located just north of Marburg Way and west of US 101 (STA 584+00)**
- **22<sup>nd</sup> Street CSA – This area would include 0.08 acres located on the north side of East Santa Clara Street at 22<sup>nd</sup> Street (STA 630+00)**
- **9<sup>th</sup> Street CSA – This area would include 0.08 acres located on the northwest corner of East Santa Clara and 9<sup>th</sup> Streets (STA 673+00)**
- **Morrison Avenue CSA – This area would include 0.08 acres located north of The Alameda on the west side of Morrison Avenue (STA 761+00)**
- **Emory Street CSA – This area would include 0.08 acres located at the southwest corner of Stockton Avenue and Emory Street (STA 803+00)**

#### **4.2.6 REVISIONS TO SECTION 4.19, CUMULATIVE IMPACTS**

In Response to Comments L-2.46, L-2.47 and L-4.16, Section 4.19, Cumulative Impacts, paragraphs 2, 3 and 4 on page 285 and paragraphs 1 and 2 of page 286, have been revised:

In addition, the following specific projects in the vicinity of stations were also considered in evaluating cumulative impacts. In the City of Milpitas, near the Montague/Capitol Station, a private developer **began construction in 2006** ~~proposing to construct 480 of 464~~ apartment units on 8.2 acres bounded by Great Mall Parkway, Abel Street, Main Street, and Penitencia Creek.

At the Berryessa Station in the City of San Jose, the Flea Market, Inc. is proposing to construct up to 2,818 residential units, up to 215,622 square feet of combined commercial/industrial uses on the north side of Berryessa Road, east of Coyote Creek, and up to 152,700 square feet of retail uses on the south side of Berryessa Road, east of Coyote Creek, and north of Mabury Road. Near the Station, ~~USB-UBS~~ **UBS** Realty Investors/The Enterprise Group is proposing to amend the general plan of a 13.64-acre parcel to ~~construct a high density residential project~~ **allow medium-high or high-density residential uses with some neighborhood commercial allowed on-site** on the south side of Berryessa Road, west of King Road. ~~Also near the Station, a developer is proposing to construct 380 condos, 25,000 square feet of retail, and a 5,000 square foot restaurant on 17.48 acres at the southeast corner of Berryessa Road and Jackson Avenue.~~

~~Near the Alum Rock Station in San Jose, a developer is proposing to construct 284 single family attached units at the northeast corner of King Road and Las Plumas Avenue.~~ A developer is also proposing to construct ~~approximately 1,365~~ **up to 1,000 single family attached** dwelling units and ~~250,000~~ **10,000** square feet of commercial

space **on a 24.77-acre site** at the north-east corner of North King Road and Dobbin Drive.

Near the Diridon/Arena Station in San Jose, the San Jose Redevelopment Agency is proposing to develop an approximately 1.5 million-square foot major league baseball stadium and parking structure with ground floor commercial uses on an approximately 23.1-acre site located between West San Fernando Street and West San Carlos Street, and between Los Gatos Creek and the railroad tracks. A developer is also proposing the construction of up to 969 residential units and up to 5,000 square feet of commercial space on a 21.55-acre site between I-280, Auzerais Avenue, Race Street, and Lincoln Avenue.

South of the Santa Clara Station within the City of San Jose, a developer ~~is proposing to amend~~ the City's General Plan for a 5.13-acre parcel from industrial to **High Density Residential** ~~to construct a high density residential project~~ on the north side of Campbell Avenue, 2,000 feet northwest of Newhall Street. A developer is also proposing to amend the general plan of a 7.08-acre parcel from **Light Industrial** to **Transit Corridor Residential** to ~~construct a high density residential project~~ **allow medium to high-density residential and neighborhood commercial uses** on the south side of Campbell Avenue, 1,000 feet west of Newhall Street. Another developer is proposing to amend the City's General Plan for a 10.2-acre parcel from industrial to residential to construct a high-density residential project on the northwest corner of Newhall Street and Campbell Avenue.

#### 4.2.7 REVISIONS TO SECTION 4.21, SUMMARY OF IMPACTS

In Response to Comment S-1.9, Section 4.21.1, Table 4.21-1, under "4.4 Biological Resources and Wetlands", the third row and first column has been revised:

***Design Change 239. Berryessa Creek Station.***

The FEIR includes an access road from Berryessa Road to the Berryessa Station area west of railroad ROW. During Preliminary Engineering, this road was relocated to the east of the railroad ROW. Under both configurations the road breaches the 150 foot riparian setback from Upper Penitencia Creek. Impacts to Upper Penitencia Creek associated with the access road discussed previously in the FEIR remain applicable in the SEIR, as the road would still cross the creek and affect the same types of biological resources, although approximately 650 feet farther east. Mitigation is proposed to replace riparian habitat, which supplements the information in the FEIR.

In Response to Comments L-5.3, L-5.5, and P-33.1, Section 4.21.1, Table 4.21-1, under “4.6 Cultural and Historic Resources”, Architectural Resources in the first row and third column has been revised:

ARCHITECTURAL RESOURCES

**Designs and specifications for the Project features that impact historical resources shall be developed in accordance with The Secretary of the Interior’s Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring & Reconstructing Historic Buildings (U.S. Department of the Interior, National Park Service, 1995) or to equivalent mitigation measures that will provide an equivalent level of protection for historical resources to ensure that the alterations do not radically change, obscure, or destroy character-defining spaces, materials, features, or finishes.**

**VTA will execute a Memorandum of Agreement (MOA) with the appropriate government and historic preservation bodies to ensure the most effective approach to mitigation of impacts to historical resources. The appropriate government and historic preservation signatories will be determined by Project funding and environmental documentation issues. The measures to be included in the MOA are described below.**

- Design Standards and Guidelines. The Project features affecting historical resources will be designed in accordance with The Secretary of the Interior’s Standards & Guidelines or equivalent mitigation measures that will provide an equivalent level or protection for historical resources.**
- Protective Measures. VTA will develop and implement measures to protect the historical resources from damage by any aspect of the undertaking.**

**These and other potentially feasible measures to mitigate significant adverse changes in the significance of historical resources will be identified in consultation with appropriate government and historic preservation bodies and will be set forth in the MOA. The MOA will be identified in the Mitigation Monitoring and Reporting Program (MMRP) for the Project. The MOA and MMRP will ensure that any measures to mitigate or avoid significant adverse changes are fully enforceable.**

~~Mitigation measures for the historic properties will be set forth in a MOA to be executed by appropriate government and historic preservation bodies. Other elements of the mitigation measures and MOA described in the FEIR are applicable.~~

Section 4.21.1, Table 4.21-1, under “4.12 Vibration”, in the first row, third and fourth columns , the text has been revised to be consistent with Table 4.12-4 Baseline Groundbourne Vibration Levels for Line Portion on page 142, the text in Section 4.12.4 Vibration Mitigation on page 146, the text in the Conclusion of Chapter 4.12 Noise and Vibration on page 185, and the text in Section 4.21.2 Significant Unavoidable Adverse Effects under CEQA on page 313:

Mitigation	Significance After Mitigation
<p><b>VIBRATION</b>                      LINE PORTION</p> <p>Approximately 6,260 linear feet of tire derived aggregate and 8,225 linear feet of 8 Hz floating slab or equivalent measures will reduce vibration impacts to less than significant levels <b>except for two residences at Terrace Gardens Senior Housing complex that would exceed the criteria by 1 VdB.</b></p>	<p><b>LESSU</b></p>

Section 4.21.2 Significant Unavoidable Adverse Effects Under CEQA, page 313, has been revised to include the following text in the right column before Significant Unavoidable Vibration Impacts to be consistent with Table 1.5-1 Summary of New Significant Impacts and Proposed Mitigation for the BART Extension Project on page 43, with text in the Mitigation and Conclusion in Section 4.8.4 Project Impacts and Mitigation Measures on page 94, and with Table 4.21-1 Summary of New Significant Impacts and Proposed Mitigation for the BART Extension Project on page 304.

**Significant unavoidable energy impacts would result from the Project:**

- **The demand for electricity for the Project cannot be accommodated during peak periods without potential disruptions recognizing the deficiencies in the statewide transportation infrastructure.**

**4.3 REVISIONS TO CHAPTER 10, BIBLIOGRAPHY**

Chapter 10, Bibliography, has been revised to include the following edits, additions, and deletions:

**HMH Engineers and HNTB Corporation, Silicon Valley Rapid Transit Project Hydrology Study – Yard and Shops, November 2005.**

**HNTB Corporation and Earth Tech, Inc., Hydrologic and Hydraulic Analysis for Wayside (Critical) Facilities, Alameda and Santa Clara Counties, December 2005.**

**HNTB Corporation and Earth Tech, Inc., Silicon Valley Rapid Transit Project Line Segment Technical Report – Hydrologic and Hydraulic Analysis, Alameda County, Volumes I and II, 2005.**

**HNTB Corporation and Earth Tech, Inc., Silicon Valley Rapid Transit Project Line Segment Technical Report – Hydrologic and Hydraulic Analysis, Santa Clara County, Volumes I and II, 2005.**

**Santa Clara Valley Transportation Authority, Business Relocation Benefits, August 2006.**

**Santa Clara Valley Transportation Authority, Residential Relocation Benefits, August 2006.**

**Santa Clara Valley Transportation Authority, Your Property, Your Transportation Project, December 2006.**

**Santa Clara Valley Transportation Authority, Silicon Valley Rapid Transit Corridor BART Extension to Milpitas, San Jose, an Santa Clara Draft Supplemental Environmental Impact Report, January 2007.**

**Santa Clara Valley Transportation Authority, Silicon Valley Rapid Transit Corridor BART Extension to Milpitas, San Jose, an Santa Clara Policy Advisory Board Meeting Agenda, April 25, 2007.**

**Santa Clara Valley Transportation Authority, Silicon Valley Rapid Transit Corridor BART Extension to Milpitas, San Jose, an Santa Clara Policy Advisory Board Meeting Agenda, February 28, 2007.**

**Santa Clara Valley Transportation Authority, Silicon Valley Rapid Transit Corridor - Union Pacific Railroad (UPRR) Track Relocation: Station 108+50 to Montague Expressway – DRAFT Addendum to the Environmental Impact Report, December 2006.**

Santa Clara Valley Transportation Authority, **Silicon Valley Rapid Transit Corridor - Union Pacific Railroad (UPRR) Track Relocation: UPRR Warm Springs Yard to Station 108+50 – DRAFT Addendum to the Environmental Impact Report, December 2006.**

**Wilson Ihrig and Associates, Noise Impact Evaluation for BART Train Operations on SVRT Project North of I-880, May, 2007.**