



LETTER R-1
ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

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February 15, 2007

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Mr. Tom Fitzwater
Environmental Resources Planning Manager
Santa Clara Valley Transportation Authority
Environmental Planning Department
3331 North First Street, Building B-2
San Jose, CA 95134-1927

2007 FEB 20 P 2:52
ENV. ANALYSIS
VTA

SUBJECT: Comments on the Draft Supplemental Environmental Impact Report for the proposed BART extension to Milpitas, San Jose, and Santa Clara

Dear Mr. Fitzwater:

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Report (SEIR) for the proposed BART extension to Milpitas, San Jose, and Santa Clara. Santa Clara Valley Transportation Authority (VTA) proposes to construct a 16.1-mile extension of the BART rail system from the planned BART Warm Springs Station in Fremont through Milpitas, San Jose and Santa Clara. The Draft SEIR evaluates the proposed project design changes and changes to environmental settings that occurred since the certifications of the Final EIR in December 2004. Generally, the design changes include taking the design plans from the 10 percent to the 35 percent level. The regulatory changes include a new travel demand forecast year from 2025 to 2030, new base year traffic counts, new modeling, and updated demographic data with ABAG projections.

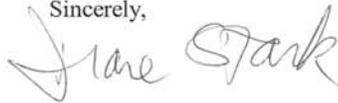
The ACCMA respectfully submits the following comments, which we also submitted in our response to the Notice of Preparation:

- Station access and parking impacts to the Metropolitan Transportation System (MTS) highway and transit networks in Alameda County should be addressed in the SEIR for 2010 and 2030 conditions for the Alameda County BART stations: MacArthur, Coliseum/Oakland Airport, San Leandro, BayFair, Hayward, South Hayward, Union City, Irvington, Fremont, and Dublin/Pleasanton. The MTS routes vary by station location. Please contact us for a list of MTS routes to be addressed by site.

R-1.1

Once again, thank you for the opportunity to comment on this Draft SEIR. Please do not hesitate to contact me at 510/836-2560 ext.13, if you require additional information.

Sincerely,

A handwritten signature in cursive script that reads "Diane Stark". The signature is written in dark ink and is positioned to the right of the word "Sincerely,".

Diane Stark
Senior Transportation Planner

cc: Jean Hart, Deputy Director
Saravana Suthanthira, Associate Transportation Planner
Jim Pierson, City of Fremont
Christine Monsen, ACTIA
file: CMP/Environmental Review Opinions - Responses – 2007

RESPONSE TO COMMENT LETTER R-1

Alameda County Congestion Management Agency

- R-1.1** *As stated in the Draft SEIR, Chapter 5, the BART core system parking is only discussed at a programmatic level of environmental analysis. In addition, as stated in the text, BART has continuing efforts to reduce core parking demand through recently adopted sustainability goals in its Strategic Plan and a TOD policy that encourages access via modes other than personal vehicles. Should specific projects be identified to provide additional core parking, subsequent environmental documentation would be required to environmentally clear these actions.*

Question re: Montague Expressway/Capitol Avenue Intersection

Page 1 of 2

LETTER R-2

Hurley, Kim

From: Fitzwater, Tom
Sent: Thursday, March 01, 2007 8:48 AM
To: Hurley, Kim
Subject: FW: Question re: Montague Expressway/Capitol Avenue Intersection

Kim,
Please add Masoud's email below as a comment.

tom

-----Original Message-----

From: Mereigh, Kat
Sent: Thursday, March 01, 2007 8:39 AM
To: Fitzwater, Tom; Lee-Skowronek, Marian
Subject: FW: Question re: Montague Expressway/Capitol Avenue Intersection

fyi...following up on our conversations yesterday re: traffic analysis at the Montague/Capitol BART station.

-----Original Message-----

From: Masoud Akbarzadeh [mailto:Masoud.Akbarzadeh@rda.sccgov.org]
Sent: Wednesday, February 28, 2007 6:13 PM
To: Bill Yeung
Cc: Bill Lee (E-mail); Mereigh, Kat
Subject: RE: Question re: Montague Expressway/Capitol Avenue Intersection

Pls. include a comment to the EIR that the proposed BART station opening @ easterly and near Capitol Ave. does not meet co exp wys access opening policy. An exception may be considered based on favorable results of an intersection LOS analysis, as well as an engineering safety operational study of the proposed opening coupled with elimination of the NB free running right movement.

R-2.1

Thanks,
Masoud

-----Original Message-----

From: Mereigh, Kat [mailto:Kat.Mereigh@vta.org]
Sent: Wednesday, February 28, 2007 1:27 PM
To: Bill Yeung
Cc: Masoud Akbarzadeh; Bill Lee (E-mail)
Subject: Question re: Montague Expressway/Capitol Avenue Intersection

Good morning, Bill.

During our discussion last week re: Montague/Capitol BART Station and station area circulation, the County expressed an interest in changing the right turn from Capitol Avenue to Montague Expressway from a free right, to a "no right on red."

I wanted to follow up with you on this request. Although we discussed it in a planning meeting, this change would not be evaluated in the Montague/Capitol Station plan in the BART Supplemental EIR unless it is submitted as an official comment to the environmental process.

3/1/2007

Question re: Montague Expressway/Capitol Avenue Intersection

Page 2 of 2

If the County is drafting a letter to comment on the BART Supplemental EIR, I would recommend including the removal of the free right turn in your comments. VTA's comment period for the Supplemental EIR ends on March 16.

Feel free to contact me with any questions...

Kat Mereigh

Transportation Planner

Santa Clara Valley Transportation Authority

3331 North First Street | San Jose, CA 95134

office: (408) 321-5684

fax: (408) 955-9765

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3/1/2007

RESPONSE TO COMMENT LETTER R-2

Santa Clara County - Department of Roads and Airports

R-2.1 *The comment is noted and if the Final Designs include an access from Montague Expressway, VTA will apply for an exception as mentioned.*



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General Manager
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KARL B. STINSON
Operations Manager

LETTER R-3

March 13, 2007

Mr. Thomas Fitzwater
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1927

Dear Mr. Fitzwater:

Subject: BART Extension to Milpitas, San Jose and Santa Clara, Draft Supplemental Environmental Impact Report

2007 MAR 16 P 2:12
VTA
ENV. ANALYSIS

Thank you for the opportunity to comment on the Draft Supplemental Environmental Impact Report (SEIR) for the proposed BART Extension to Milpitas, San Jose, and Santa Clara Project (formerly known as the Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose, and Santa Clara).

In prior correspondence related to environmental review, and in review comments provided on the preliminary design phases of the project, ACWD identified numerous design issues and provided detailed comments on the proposed project and its design to date. These comments addressed planned relocations of ACWD mains and other facilities, stray current impacts, and groundwater related issues. ACWD expects that VTA will coordinate with ACWD during design to ensure impacts to its facilities, operations, and groundwater resources are minimized and mitigated.

R-3.1

In ACWD's September 6, 2006, response to the NOP (enclosed), ACWD requested that the SEIR address several issues relating to the protection and mitigation of impacts to ACWD's groundwater resources. Those issues were not addressed satisfactorily in the SEIR and are restated here:

1. In order to protect the groundwater basin, all wells must be identified within the project area and each well must be either protected or properly destroyed prior to or during construction activities. If the well(s) are to remain, a letter so indicating must be sent to ACWD. In addition, any abandoned wells located within the project area must be brought into compliance or properly destroyed prior to construction activities. If the well(s) are: 1) no longer required by any regulatory agency; 2) no longer monitored on a regular basis; or 3) damaged, lost, or the surface seal is jeopardized in any way during the construction process, the wells must be destroyed in compliance with the City Well Ordinance.

R-3.2

Mr. Thomas Fitzwater
Page 2 of 3
March 13, 2007

2. As the enforcing agency for the Well Ordinance for the City of Fremont, ACWD requests that the Project include the requirement of obtaining a drilling permit from the Alameda County Water District prior to the start of any subsurface drilling activities. Application for a permit may be obtained from the ACWD Engineering Department, 43885 South Grimmer Boulevard, Fremont, CA 94538-6348 or online at http://www.acwd.org/engineering/drilling_permit.php5. Before a permit is issued, the applicant is required to deposit with ACWD cash or a check in a sufficient sum to cover the fee for issuance of the permit or charges for the estimated costs of field investigation and inspection. All permitted work requires scheduling and inspection; therefore, all drilling activities must be coordinated with ACWD prior to the start of any field work.

R-3.3

3. The Kato Road (at grade option) and Dixon Landing grade separation projects should address proposed dewatering activities and the potential impact of the project on the local groundwater supply. As previously requested, the SEIR's evaluation of this project should evaluate and address the following issues related to groundwater dewatering activities:

R-3.4

a. ACWD regulates the installation and destruction of dewatering wells by working with licensed drilling contractors and agencies that require dewatering wells for the construction and installation of their facilities. ACWD permits are required for dewatering well installations and destructions within the City of Fremont; however, dewatering wells are exempt from permit fees.

b. Since groundwater is an important component of ACWD's water resources, it is critical that the amount of groundwater that may be extracted (either by dewatering wells or by the underdrain systems) be estimated and documented. There is no discussion in the SEIR regarding potential water supply impacts of groundwater seepage into drainage and pumping systems. Alternative designs should be evaluated in the SEIR that would minimize the amount of groundwater extracted during and after construction. The SEIR must quantify the potential groundwater infiltration into such drainage systems and evaluate alternative designs that would minimize the amount of groundwater discharged over the life of the system. Mitigation measures should be included to replace all significant losses of ACWD's water supplies.

R-3.5

It should be noted that the Replenishment Assessment Act of the Alameda County Water District authorizes ACWD to charge operators of water production facilities an assessment based on the quantity of water produced within our service area. The replenishment assessment rate is set annually and the current rate is \$197/acre-foot.

R-3.6

Mr. Thomas Fitzwater
Page 3 of 3
March 14, 2007

The following ACWD contacts are provided so that VTA can coordinate with ACWD in order to properly evaluate the potential impacts discussed above:

- Toni Lyons at (510) 668-4480, or by email at toni.lyons@acwd.com for coordination regarding cathodic protection of ACWD water distribution system facilities.
- Kalpana Gandhi at (510) 668-4474, or by email at kalpana.gandhi@acwd.com for coordination regarding ACWD's existing water mains.
- Michelle Myers at (510) 668-4454, or by email at michelle.myers@acwd.com for coordination regarding groundwater wells and groundwater related impacts.

R-3.7

VTA should work closely with ACWD to ensure that any impacts to its water distribution system or other facilities are identified and thoroughly evaluated by the SEIR, and provisions are included to ensure that impacts to ACWD's water supply are either eliminated or appropriately mitigated to the less than significant level.

ACWD appreciates the opportunity to comment on the SEIR. We hope to work cooperatively with VTA to ensure ACWD's concerns regarding water distribution facilities and groundwater issues are properly addressed. If you have questions regarding these comments, you may contact me at (510) 668-4401.

Sincerely,



Robert Shaver
Engineering Manager

es/tf

Enclosures

By Fax

cc: File: VTA-BART CEQA

cc w/o encl.: Kalpana Gandhi

Steven Inn

Anna Lloyd

Toni Lyons

Michelle Myers

Steve Peterson

Frank Price

Ed Stevenson



DIRECTORS
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MANAGEMENT
PAUL PIRAINO
General Manager
ROBERT SHAVER
Engineering Manager
KARL B. STINSON
Operations Manager
WILBERT LIGH
Finance and Administration Manager

September 6, 2006

Mr. Thomas Fitzwater
Santa Clara Valley Transportation Authority
3331 North First Street
San Jose, CA 95134-1927

Dear Mr. Fitzwater:

Subject: BART Extension Project, Notice of Preparation of Draft Supplemental Environmental Impact Report

Thank you for the opportunity to comment on the scope and content of the Draft Supplemental Environmental Impact Report (SEIR) for the proposed BART Extension Project (formerly known as the Silicon Valley Rapid Transit Corridor – BART Extension to Milpitas, San Jose, and Santa Clara). The Alameda County Water District (ACWD) previously provided comments on the Draft Environmental Impact Statement/Environmental Impact Report (DEIS/EIR) and submitted those comments to your office in a letter addressed to you, dated May 13, 2004. VTA provided responses to ACWD's comments in the Final EIS/EIR. A copy of ACWD's comment letter and VTA's responses are enclosed.

In our May 13, 2004 letter, ACWD identified several concerns regarding the project's potential impacts on ACWD's facilities and operations, and requested that VTA work cooperatively with ACWD during subsequent project design to ensure that these impacts are identified and minimized. VTA responded to ACWD's comments by committing to coordinate with ACWD during the Preliminary Engineering, Final Design and Construction phases of the project. In ACWD's review of project design materials submitted to date, it has been evident that significant coordination has yet to occur. VTA should work closely with ACWD to ensure that any impacts to its water distribution system or other facilities are identified and thoroughly evaluated by the SEIR, and provisions are included to ensure that impacts to ACWD's distribution system and water supply are either eliminated or appropriately mitigated to the less than significant level.

In addition to distribution system and facility related comments previously provided, ACWD has determined through review of project design materials that the project may result in impacts to the local groundwater supply. The SEIR should consider the following groundwater related comments:

Mr. Thomas Fitzwater
Page 2 of 3
September 6, 2006

1. In order to protect the groundwater basin, all wells must be identified within the project area and each well must be either protected or properly destroyed prior to or during construction activities. If the well(s) are to remain, a letter so indicating must be sent to ACWD. In addition, any abandoned wells located within the project area must be brought into compliance or properly destroyed prior to construction activities. If the well(s) are: 1) no longer required by any regulatory agency; 2) no longer monitored on a regular basis; or 3) damaged, lost, or the surface seal is jeopardized in any way during the construction process, the wells must be destroyed in compliance with the City Well Ordinance.
2. As the enforcing agency for the Well Ordinances for the Cities of Fremont and Newark, ACWD requests that the Project include the requirement of obtaining a drilling permit from the Alameda County Water District prior to the start of any subsurface drilling activities. Application for a permit may be obtained from the ACWD, Engineering Department, at 43885 South Grimmer Boulevard, Fremont or online at http://www.acwd.org/engineering/drilling_permit.php5. Before a permit is issued, the applicant is required to deposit with ACWD, cash or check in a sufficient sum to cover the fee for issuance of the permit or charges for the estimated costs of field investigation and inspection. All permitted work requires scheduling and inspection; therefore, all drilling activities must be coordinated with ACWD prior to the start of any field work.
3. The Warren Grade Separation Project should address proposed dewatering activities and the potential impact of the project on the local groundwater supply. The SEIR's evaluation of this project should evaluate and address the following issues related to groundwater dewatering activities:
 - a. ACWD regulates the installation and destruction of dewatering wells by working with licensed drilling contractors and agencies that require dewatering wells for the installation of their facilities. ACWD permits are required for dewatering well installations and destructions; however, dewatering wells are exempt from permit fees.
 - b. Since groundwater is an important component of ACWD's water resources, it is critical that the amount of groundwater that may be extracted (either by dewatering wells or by the underdrain system) be estimated and documented. Alternative designs should be evaluated that would minimize the amount of groundwater extracted during and after construction. Groundwater losses due to dewatering and groundwater seepage flowing into the underdrain system must be quantified. Mitigation measures should be proposed to replace all significant losses of ACWD's water supplies.

Mr. Thomas Fitzwater
Page 3 of 3
September 6, 2006

It should be noted that the Replenishment Assessment Act of the Alameda County Water District authorizes ACWD to charge operators of water production facilities an assessment based on the quantity of water produced. The replenishment assessment rate is set annually and the current rate is \$197/acre-foot.

The following ACWD contacts are provided so that VTA can coordinate with ACWD in order to properly evaluate the potential impacts discussed above:

- Toni Lyons at (510) 668-4480, or by email at toni.lyons@acwd.com for coordination regarding cathodic protection of ACWD water distribution system facilities.
- Kalpana Gandhi at (510) 668-4474, or by email at kalpana.gandhi@acwd.com for coordination regarding ACWD's existing water mains.
- Michelle Myers at (510) 668-4454, or by email at michelle.myers@acwd.com for coordination regarding groundwater wells and groundwater related impacts.

ACWD appreciates the opportunity to comment on the scope and content of the SEIR. We hope to work cooperatively with VTA to ensure ACWD's concerns regarding water distribution facilities and groundwater issues are properly addressed. If you have questions regarding these comments, you may contact me at (510) 668-4401.

Sincerely,



Robert Shaver
Engineering Manager

es/tf

Enclosures

cc: File: VTA-BART CEQA
cc w/o enc.: Kalpana Gandhi
Steven Inn
Anna Lloyd
Toni Lyons
Michelle Myers
Steve Peterson
Frank Price
Ed Stevenson

RESPONSE TO COMMENT LETTER R-3

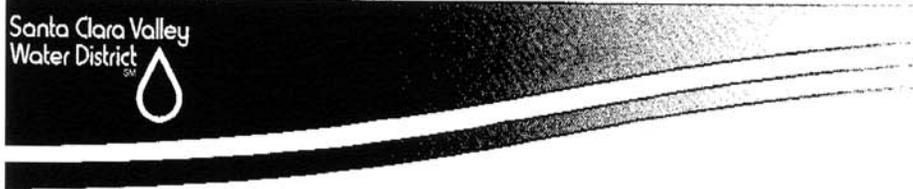
Alameda County Water District

- R-3.1** *VTA concurs with the comment. VTA previously responded to the Alameda County Water District's concerns regarding the BART extension in the 2004 FEIR, Volume II, Chapter 3, Letter R-4 and will continue to coordinate with the Alameda County Water District on issues that concern the agency.*
- R-3.2** *Wells within the project limits in Alameda County will be located and evaluated during subsequent engineering phases or during the construction phase. These wells will be either protected or properly destroyed in accordance with State regulations and any requirements of the Alameda County Water District.*
- R-3.3** *VTA concurs with the comment. Prior to any subsurface drilling activity within the project limits in Alameda County, VTA will obtain a drilling permit from the Alameda County Water District, pay the appropriate fee, and coordinate with the District prior to any fieldwork.*
- R-3.4** *At Kato Road, BART would cross at grade on a new bridge structure over the roadway, which would be reconstructed as an underpass by VTA. There are no alignment options at Kato Road. For Dixon Landing Road, the VTA staff recommendation is for the At Grade Option. Therefore, BART would also cross at grade on a new bridge structure over Dixon Landing Road, which would be reconstructed as an underpass by VTA. At both these locations, dewatering would be required during construction.*
- Prior to impacting dewatering wells or installing dewatering systems in the Kato Road or Dixon Landing Road construction areas, or elsewhere within the project limits in Alameda County, VTA will obtain the required permits from the Alameda County Water District. The design of dewatering systems will occur in subsequent engineering phases for the project, and VTA will coordinate with the District on such designs.*
- R-3.5** *As mentioned in the Draft SEIR, Section 4.18.5.9, "prior to the final design of a dewatering system, aquifer pump tests will be conducted to better define the effects of dewatering on groundwater supply facilities. The results of the pump tests will be used to develop a dewatering strategy that will minimize impacts to other groundwater users" Also discussed in this section, aquifer testing was conducted during the Preliminary Engineering phase at Kato Road to obtain the hydrogeologic parameters for the aquifer located under this location to develop construction dewatering strategies. The first encounter of groundwater was approximately 7 feet below ground surface. Therefore, the assumed saturated thickness of the shallow aquifer is taken to be approximately 63 feet. This testing provided information to calculate appropriate dewatering rates during construction at Kato Road. Technical reports that support the SEIR describe the testing and rate calculations, and are available upon request from VTA. Additional testing will be conducted during subsequent engineering phases, particularly at Dixon Landing Road where it is now known that the BART alignment will be at grade.*

Protection of groundwater through project design requirements and best management practices is also addressed in the 2004 FEIR, Section 4.19.15.4. Among other protective measures, this section states that "VTA will implement a groundwater level monitoring program of shallow and deep aquifers to assess long-term water level trends and will alter dewatering strategies if adverse impacts are noted. If necessary, VTA will remedy adverse impacts by lowering pumping rates, deepening wells, or providing other means of maintaining the historical water supply."

R-3.6 *VTA acknowledges that pursuant to the Replenishment Assessment Act, the Alameda County Water District charges operators of water production facilities, such as dewatering wells, an assessment based on the quantity of water produced. VTA will pay the appropriate fees for facilities associated with the project that are regulated under the Act.*

R-3.7 *VTA appreciates the contact information for the ACWD to facilitate ongoing coordination between ACWD and VTA. It is noted that Toni Lyons and Kalpana Gandhi are the same contacts as provided in the 2004 FEIR, Volume II, Chapter 3, Letter R-4.*



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AN EQUAL OPPORTUNITY EMPLOYER

LETTER R-4

File: 26326
Various

March 15, 2007

Mr. Tom Fitzwater
Environmental Planning Department
Santa Clara Valley Transportation Authority
331 North First Street, Building B
San Jose, CA 95134-1927

Subject: Draft Supplemental Environmental Impact Report for the Proposed San Francisco Bay Area Rapid Transit Extension to Milpitas, San Jose and Santa Clara

Dear Mr. Fitzwater:

The Santa Clara Valley Water District (District) has reviewed Santa Clara Valley Transportation Authority's (VTA) Draft Supplemental Environmental Impact Report (DSEIR) for the BART extension to Milpitas, San Jose and Santa Clara, dated January 2007. The District is providing the following comments to meet its Responsible Agency obligations pursuant to CEQA Guidelines §15096.

Prior to approval of funding for the construction or other implementation of elements of the District's Flood Protection Project, specifically the UPRR crossing of Berryessa Creek, the District Board of Directors will need to make findings regarding the potential significant impacts of the project. As such, the District findings will rely on the evaluations conducted by VTA as the lead agency and on VTA's responses to District comments for items in its purview. Accordingly, the District submitted comments in May 2004 on the previously released Draft EIS/EIR and requests that future documents associated with the Berryessa Creek alignment be submitted for formal review.

R-4.1

To assist our Board in making its findings, the District asks that the DSEIR or any subsequent CEQA documents incorporate a project description that is as accurate as possible with the appropriate supporting objectives and technical rationale. The document needs to effectively describe and analyze potential environmental impacts resulting from the proposed project, as well as identify appropriate measures to mitigate significant environmental impacts.

Mr. Tom Fitzwater
Page 2
March 15, 2007

Comments on the DSEIR are as follows:

UPRR Crossing of Berryessa Creek - Executive Summary Page 6, Design Change 9

- As noted in District comments on the Draft EIS/EIR, preliminary hydraulic analyses indicate the need to increase the width of the UPRR crossing over Berryessa Creek from 100-feet to 140-feet. The wider footprint is the result of studying the configuration needed to allow the design flood flow to safely and reliably pass this critical section. R-4.2
- In discussions with the VTA and due to the constraints associated with the proposed railroad grades, vertical clearances, structural loading requirements, as well as the hydrologic and hydraulic capacity needs of the District flood protection project, a multi-cell reinforced concrete box culvert was proposed. It was determined that use of a clear span or multi-span bridge design at this crossing would require the use of deep structural deck support members which would affect the hydraulic design and maintenance requirements of the channel. The use of a culvert design alternative would support the train crossing and allow the District to maintain the flood protection project upon completion. District maintenance personnel would maintain the hydraulic capacity of the box culverts on an as needed basis by the occasional removal of sediment. R-4.3

4.17.4 Project Impacts and Mitigation Measures – Yard and Shops Facility, Design Change 51

- Design Change 51 proposed two new detention basins that will serve to detain storm water runoff temporarily to reduce peak discharge. The DSEIR should clarify whether or not the basin is lined. If an unlined basin is proposed, groundwater impacts should be identified and mitigation measures should be included in the document. R-4.4

Thank you for the opportunity to provide comments on the draft DSEIR. When available, please send two copies of the final report, as well as any other subsequent documents, for our review. Please reference District File No. 26326 on future correspondence regarding this project. If you have any questions or comments, you can contact me at (408) 265-2607, extension 3174 or at syung@valleywater.org.

Sincerely,



Samuel Yung
Associate Civil Engineer
Community Projects Review Unit

cc: S. Tippets, S. Yung, T. Hipol, M. Klemencic, B. Ahmadi, Y. Liu, G. Fowler, E. Evans, S. Bui, V. Stephens, D. Caldon, S. Fizzel, File (2)

sy:rmn
26326_48746sy03-15

488979756355 TO:93215787 P.3/3 MAR-15-2007 15:47 FROM:SCUWD CPRO

RESPONSE TO COMMENT LETTER R-4

Santa Clara Valley Water District

- R-4.1** *The District's request for an accurate project description as well as the need for effective analysis of impacts is noted. VTA assumes that the District can utilize the Final SEIR and any other VTA environmental clearance documents to support its own decision-making process.*
- R-4.2** *During the Preliminary Engineering phase, the design of the Berryessa Creek crossing was changed from a 100-foot clear span bridge to an approximate 140-foot multi-cell box culvert, which accommodates the Santa Clara Valley Water District and Army Corps of Engineers flood protection projects.*
- R-4.3** *VTA agrees with the comment. Further information regarding the engineering constraints related to the BART Extension Project at the Berryessa Creek crossing are included in Response to Comment S-1.1.*
- R-4.4** *The two detention basins at the yard and shops facility will be fully paved, with no groundwater impacts anticipated.*



VTA
ENV. ANALYSIS

2007 APR 16 P 2:42

LETTER R-5

CHIEF EXECUTIVE OFFICE
Richard W. Robinson
Chief Executive Officer

Patricia Hill Thomas
Chief Operations Officer/
Assistant Executive Officer

Monica Nino-Reid
Assistant Executive Officer

Stan Risen
Assistant Executive Officer

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P.O. Box 3404, Modesto, CA 95353-3404
Phone: 209.525.6333 Fax 209.544.6226

STANISLAUS COUNTY ENVIRONMENTAL REVIEW COMMITTEE

March 7, 2007

Tom Fitzwater
Valley Transportation Authority
Environmental Planning, Building B
3331 North First Street
San Jose, CA 95134-1927

**SUBJECT: ENVIRONMENTAL REFERRAL – SANTA CLARA VALLEY
TRANSPORTATION AUTHORITY – PUBLIC NOTICE OF
AVAILABILITY DRAFT SUPPLEMENTAL ENVIRONMENTAL
IMPACT REPORT FOR THE BART EXTENSION TO MILPITAS,
SAN JOSE, & SANTA CLARA**

Mr. Fitzwater:

The Stanislaus County Environmental Review Committee (ERC) has reviewed the subject project and has no comments at this time.

The ERC appreciates the opportunity to comment on this project.

Sincerely,

Raul Mendez, Senior Management Consultant
Environmental Review Committee

cc: ERC Members

RESPONSE TO COMMENT LETTER R-5

Stanislaus County Environmental Review Committee

R-5.1 *No response is required.*