

CHAPTER 1.0: INTRODUCTION

1.1 PURPOSES OF VOLUME II

The purposes of Volume II of Final Impact Report (EIR) for the Silicon Valley Rapid Transit Corridor (SVRTC) BART Extension to Milpitas, San Jose, and Santa Clara, CA is to present information on the refinement of the Locally Preferred Alternative; to document agency and public comments on the proposed project; to provide responses for those comments; and to indicate revisions and corrections to the draft document as a result of responses to comments, revised data, or updated information.

1.2 OVERVIEW OF VOLUME II

1.2.1 LOCALLY PREFERRED ALTERNATIVE

The VTA Board of Directors selected the BART Extension Alternative (BART Alternative) as the Locally Preferred Alternative for the SVRTC following completion of a Major Investment Study/Alternatives Analysis (MIS/AA) in November 2001. The BART Alternative includes 15 alignment and station options, which are discussed in Volume I. On May 26, 2004, the SVRTC Policy Advisory Board approved VTA staff recommendations to select preferred alignment and station options to further refine the Locally Preferred Alternative. Chapter 2, *Recommended Project*, describes the BART Alternative in the context of these preferred alignment and station options, which are as follows:

- South of Warm Springs Alignment – East of Rail Right-of-Way Option
- Warren Avenue Alignment – East Warren Avenue Underpass (BART At-Grade) Option
- Locomotive Wye Location – no preferred option chosen to date
- Dixon Landing Alignment – Retained Cut Option
- South Calaveras Future Station – no preferred option chosen to date
- Montague/Capitol Station – South Bus Transit Center Option with At-grade Concourse
- Berryessa Station – no preferred option chosen to date
- Alum Rock Alignment and Station – U.S. 101/Diagonal Option
- Civic Plaza/SJSU Station Entrance Options - no preferred options chosen to date
- BART double crossover track in downtown San Jose – West of Civic Plaza/SJSU Station Crossover Option
- Market Street Station Entrance Options - no preferred options chosen to date
- Diridon/Arena Alignment and Station – South Option; and Station Entrance Options– no preferred options chosen to date
- Santa Clara Station – Parking Structure North Option
- Santa Clara Station Pedestrian Crossing – Aerial Walkway South Option
- Norman Y. Mineta San Jose International Airport (SJIA) Connection Option – At-grade Profile Beyond De La Cruz Boulevard Option

1.2.2 COMMENTS RECEIVED ON THE DRAFT EIS/EIR

The Draft EIS/EIR for the SVRTC project was released for agency and public review for a 60-day period beginning on March 16, 2004 and ending on May 14, 2004. Four public hearings were held: April 12, 2004 in Santa Clara; April 19, 2004 in Milpitas; and April 14 and May 10, 2004 in San Jose. Information on the release of the Draft EIS/EIR and the public review process is included in Chapter 3, *Written and Verbal Comments Received on the Draft EIS/EIR*, and Volume I, Chapter 9, Section 9.4.2.6, *Public Meetings on the Draft EIS/EIR*.

A total of 710 written and oral comments were received on the draft document during the public review period. Written comments were received by postal mail, facsimile, or e-mail and oral comments were received at the public hearings. Table 1.2-1 summarizes the total number of comments received by category, in addition to the total number of comments received within the categories, as many single letters, facsimiles, and e-mails included multiple comments on the Draft EIS/EIR and several speakers at the public hearings offered more than one comment on the draft document.

Table 1.2-1: Summary of the Written and Oral Comments on the Draft EIS/EIR		
Comment Category	Total # by Category	Total # of Comments within the Category
Federal Agency	2	14
State Agency	6	36
Regional Agency	13	130
Local Agency	8	117
Public (Individual, Organization, Business)	61	322
Public Hearing Transcript	4	91
Total	94	710

Chapter 2, *Written and Verbal Comments Received on the Draft EIS/EIR*, includes a list of all commentors followed by the scanned copies of the written comments and public hearing transcripts. VTA's responses follow each letter, facsimile, e-mail, or transcript.

1.2.3 REVISIONS TO THE DRAFT EIS/EIR

As a result of written and oral comments received during the public review period, the Draft EIS/EIR has been revised to include revisions to text, tables, and figures, as necessary. In addition, VTA has made revisions to the Draft EIR/EIS where corrections were needed due to updated information, including regulatory requirements, or revised data identified during the review period. All revisions, except minor typographical errors, are shown in Chapter 4, *Revisions to the Draft EIS/EIR*. Typographical errors identified during the public review period have been corrected in Volume I.