

TRANSCRIPT T-1

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SANTA CLARA VTA / BAY AREA RAPID TRANSIT
DRAFT SUPPLEMENTAL EIR
PUBLIC HEARING
SAN JOSE CITY HALL
COMMITTEE ROOMS W118 & 119
200 EAST SANTA CLARA STREET
SAN JOSE, CALIFORNIA
TUESDAY, FEBRUARY 13TH, 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

MOLLY GRAHAM

Moderator

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

William Garbett Richard Tretten

Christopher Frey Helen Garza

David Davenport

Robert VanCleaf (As read by the Moderator)

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1 Tuesday, February 13, 2007 7:00 o'clock p.m.

2 ---o0o---

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

4 (Presentation given by Tom Fitzwater)

5 MOLLY GRAHAM: All right. So I have, at this
6 point, one speaker card. We're happy to hand them out,
7 and Christina's got a whole bunch of them.

8 So with that, I will call up William Garbett.

9 And just a quick reminder on the overall
10 process, as I've reminded you, there's the blue speaker
11 cards. There is a two-minute time limit. Jane Cruz
12 here has her little markers to remind people of when
13 you have 30 seconds remaining, and then she'll hold up
14 a final card once your time is up.

15 We have a court reporter here, who is taking
16 down everything so it's officially documented. And
17 then, we ask you to please focus your comments on the
18 actual document and the environmental findings.

19 And with that....

20 WILLIAM GARBETT: William Garbett, speaking on
21 behalf of the public. In the Bible, it talks about
22 building on sinking sand. That's commonly known as
23 quicksand. In downtown San Jose, we know it as
24 alluvial sand and gravel that you're going to bore a
25 tunnel through. Very boring. The first thing you're

T1-1

1 going to find out is that the first earthquake, that
2 tunnel is going to go and sink and fall apart.

3 Also, it is going to be built in an aquifer.
4 You don't have flow measurements, seasonally, of the
5 flow through this brackish aquifer, which is just below
6 35 feet underground. So you have an underground river
7 that you're going to block with this tunnel.

T1-1 cont.

8 This project is going to fail just like since
9 9/11 we had bombings in the London subways and
10 elsewhere. The subway is an outmoded method. This
11 should be built aerial through San Jose, just like it
12 is built in Fremont.

13 You're also going to have problems because of
14 the bogus ridership figures. If you want real
15 ridership, you retain destination locations, such as
16 San Jose State University, for mass transit. And you
17 keep the flea market as being a flea market instead of
18 housing, and it will be a destination location for
19 vendors, and you won't have to relocate the San Jose
20 Police fencing location.

T1-2

21 The light rail should have a downtown bypass.
22 And it should be terminated, the BART should be
23 terminated at the Diridon station. With a light rail
24 bypass in the downtown area to the airport, you will,
25 basically, accomplish all the transit goals and improve

T1-3

1 ridership, and you can do it out of today's present
2 budget without having to get someone like Jim Webb to
3 launder Mayor Gonzalez' money for the BART bonds.

T1-3 cont.

4 Thank you.

5 MOLLY GRAHAM: Thank you. We have one more,
6 Christopher Frey.

7 CHRISTOPHER FREY: I'm not sure that the impacts
8 has looked at how the train is going to cross over the
9 Guadalupe River and the Los Gatos Creek. And I want to
10 make sure that this crossing of these bodies of water
11 does not impact, either temporarily nor permanently,
12 any existing or future planned multi-use trails that
13 are there.

T1-4

14 There's an existing multi-use trail on the
15 Guadalupe River that's already been closed for the
16 Highway 87 construction. I don't want to see another
17 seven or eight years of that important transit option
18 being blocked again.

19 I also want to address the no-parking option
20 at Diridon. I think that's a very bad idea. I live a
21 couple blocks away from the Diridon station, and
22 parking is already very tight there, particularly when
23 there are games, when there are things going on
24 downtown. And I just see this being a potential
25 disaster for those of us who live in the neighborhood,

T1-5

1 bringing in a few thousand more cars who can't
2 otherwise find a place to park who are going to spill
3 over into that neighborhood.

T1-5 con't.

4 Lastly, I want to address what I think is
5 there are too many stations being proposed along the
6 line. And we're looking at maybe, what, a half an hour
7 to get from Diridon to Fremont. And how much longer to
8 San Francisco or the East Bay would this be? Every
9 station will add a couple of extra minutes to the time.
10 So I'd really question the need for a Berryessa station
11 or a Calaveras station. I think that we should focus
12 on having the stations where there are connections to
13 other transit, like the light rail and other rail
14 lines.

T1-6

15 Thank you.

16 MOLLY GRAHAM: Thank you.

17 We have David Davenport next.

18 DAVID DAVENPORT: My name is David Davenport, and
19 I'd like to thank everybody for their work on the
20 supplemental EIR. I remember, at the original scoping
21 meeting, there was some issue on how BART was going to
22 cross Coyote Creek. And I don't know if there was ever
23 a decision made on that, but I'd be curious to hear the
24 answer.

T1-7

25 And also, to reiterate what I said at that

1 previous meeting, although there's an SEIR, it's not
2 necessarily the appropriate document for it. I do feel
3 that the two-station downtown option is the best and
4 that there is no need for a Santa Clara station. And
5 that's about it.

T1-8

6 Thanks.

7 MOLLY GRAHAM: So we will be answering questions
8 after in a more informal setting. So now it's just
9 been taken down, and we'll follow up with that Coyote
10 Creek question afterward.

11 Richard Tretten? Did you want me to read this
12 or did you --

13 RICHARD TRETEN: No, I'll speak.

14 First of all, I'm very glad that the proposal
15 to have two stations in Downtown San Jose has been
16 dropped in favor of the one station that's been
17 slightly repositioned -- and to be able to serve San
18 Jose State students as well as businesses and
19 condominiums that are being built downtown.

T1-9

20 However, my real concern is no parking at the
21 Diridon station. This is ludicrous, as far as I'm
22 concerned. I live in Willow Glen. I drive to the
23 Diridon station now, take CalTrain to San Francisco.

T1-10

24 Of course, you have the option of taking the
25 Capital corridor trains up the East Bay. But if people

1 can park at the CalTrain station for CalTrain, and the
2 Capital corridor trains, and when you park, you're
3 allowed to park there for 24 hours, but all of a
4 sudden, "Oh, you want BART? You can't park here. You
5 have to drive three more miles to the Santa Clara
6 station and park there."

7 This makes no sense to me at all. One of the
8 great things about San Jose is, geographically, we're
9 in an excellent position for transportation. We've
10 been becoming a transportation hub. And with the
11 option of having parking at the Diridon station, you
12 may, one day, take a baby bullet train to San
13 Francisco; you may want to return on BART. But your
14 car won't be there because you have to leave your car
15 at the Santa Clara station.

T1-10 cont.

16 Or vice versa, if you parked at the Santa
17 Clara station and took BART to the East Bay for some
18 reason and were returning on CalTrain from San
19 Francisco, your train might not stop at Santa Clara.
20 You might have to go to the Diridon station and go back
21 to Santa Clara on BART.

22 I mean, it just makes no sense. There should
23 be parking there. It's a destination place for
24 downtown and for people who live in the area to be able
25 to use parking facilities there.

8

1 Okay. Thank you.

2 MOLLY GRAHAM: This card I currently have, Robert
3 VanCleeef. And I will read your comments.

4 "I am concerned, as always, that I have yet to
5 see the VTA present a regional transit plan discussing
6 the integration of BART, light rail, bus, and auto."

T1-11

7 Are there any other people who would like to
8 speak?

9 Why don't you say your name, please.

10 HELEN GARZA: My name is Helen Garza. And I'm
11 very concerned about this because on Mabury and Capitol
12 Avenue, light rail has gone through. And it has
13 damaged the wall -- a brick wall on the corner. And
14 I'm afraid that, when they do light rail, Five Wounds
15 Church is going to be damaged.

T1-12

16 And this is very important to the people of
17 San Jose. Traffic on Alum Rock Avenue is terrible as
18 it is right now. And having people come off of 101 and
19 park behind Five Wounds Church is going to be hard. We
20 have a school there. And we're going to have all these
21 transits coming into the area. And I don't think it's
22 safe for our children. People could use the BART to
23 get on and off real quick and take off. So parking is
24 a big problem.

T1-13

25 We need better services for the bus because

T1-14

1 people -- if you're not on the bus line, you're not
2 going to use BART. And the Alum Rock area is -- not
3 anymore, but it has in the past been construction
4 workers, people who need their cars for transportation.
5 And so I feel that we need to be very, very careful.
6 And we need to look at that real hard because I don't
7 think it's good for us right now.

T1-14 cont.

8 MOLLY GRAHAM: Thank you.

9 Any other speaker cards?

10 (No response)

11 MOLLY GRAHAM: At this point, we'll close the
12 formal public comment period unless I see any last blue
13 cards.

14 Going once. Going twice.

15 And there will be an opportunity to stay, and
16 the staff will be here to answer any further questions.

17 Tom, we have a follow-up on Coyote Creek with
18 you and any other informal questions.

19 There's also, of course, the comment cards.
20 You do have until March 16th to submit written comments
21 that will also be entered into the formal public
22 record.

23 And we have three more public hearings. It's
24 going to be the same presentation and the same
25 opportunity to provide comments.

10

1 STATE OF CALIFORNIA)
) ss.
2 COUNTY OF MARIN)

3 I, DEBORAH FUQUA, a Certified Shorthand
4 Reporter of the State of California, do hereby certify
5 that the foregoing proceedings were reported by me, a
6 disinterested person, and thereafter transcribed under
7 my direction into typewriting and is a true and correct
8 transcription of said proceedings.

9 I further certify that I am not of counsel or
10 attorney for either or any of the parties in the
11 foregoing proceeding and caption named, nor in any way
12 interested in the outcome of the cause named in said
13 caption.

14 Dated the 6th day of March, 2007.

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DEBORAH FUQUA
CSR NO. 12948

RESPONSE TO TRANSCRIPT 1 – FEBRUARY 13, 2007

William Garbet

T1.1 *It is assumed the commentor is referring to the potential for liquefaction, of which the primary hazards are seismic induced settlement and temporary increase in lateral earth pressures on below-grade structures. In the downtown San Jose area, the BART tunnel lies below the potential depth of liquefaction. Therefore, it is not anticipated that the tunnel will "sink or fall apart" during such a seismic event.*

The aquifer referenced in the comment begins approximately 60 feet below ground surface, with the tunnel generally located above the aquifer. In addition, the aquifer is "thicker" than the twin tunnel bores; therefore, the tunnel would not impede water flow within the aquifer. It should be noted that this aquifer is not composed of brackish water.

T1.2 *The ridership estimate is derived using an FTA approved travel forecast model and is the best tool available for sizing and planning transit projects. To maximize ridership, VTA advocates locating stations in downtowns and encouraging high-density transit-oriented development around BART stations. The Downtown San Jose Station serves San Jose State University. The development around the Berryessa Station was initiated by the Flea Market landowner.*

The City of San Jose is processing a General Plan Amendment for the Flea Market site. This includes Transit Corridor Residential and other intensified land uses and open spaces.

T1.3 *The FEIR certified in December 2004 included a discussion of alternatives (see 2004 FEIR, Section 3.6, Alternatives Considered and Withdrawn). This included an evaluation of various busway, commuter rail, diesel light rail, electric light rail, and BART alternatives. Previously, on November 9, 2001, the VTA Board of Directors selected the BART Alternative as the Preferred Investment Strategy/Locally Preferred Alternative for the Silicon Valley Rapid Transit Corridor.*

Christopher Frey

T1.4 *Refer to Response to Comment P-45.1*

T1.5 *The proposed Diridon/Arena Station provides excellent intermodal transfer opportunities between commuter rail, light rail and bus transit lines. The station also offers opportunities for future high-density transit-oriented developments on surrounding properties. The No Parking Option is based on the premise that it is more cost-effective to encourage transit connections and development opportunities, rather than to build parking structures.*

Supplemental analysis was performed to evaluate the effects of the Diridon/Arena Station No Parking Option. Model projections indicate that, with the elimination of the parking structure at the Diridon/Arena Station, the majority of the park-and-ride (PNR) traffic projected to use the Diridon/Arena Station would utilize the Santa Clara Station as

an alternative. The results of the analysis show that, with the shift of PNR trips from the Diridon/Arena Station to the Santa Clara Station, operating levels of intersections in the vicinity of the Diridon/Arena Station would improve (as a result of less PNR traffic in the area), with the exception of the intersection of Autumn Street and Julian Street. With the extension of Autumn Street to connect with Coleman Avenue, some of the PNR traffic that would normally use the Diridon/Arena Station would access the Santa Clara Station via the Autumn/Julian intersection. The impact at this intersection would be mitigated to an acceptable level with the addition of a third eastbound through lane on Julian Street.

Following input from the SVRT Policy Advisory Board and further discussions with interested parties, VTA staff will not be making a recommendation regarding parking at the Diridon/Arena Station. VTA will continue to work with the various parties to develop a comprehensive parking management strategy for the area.

T1.6 *Refer to Response to Comment P-45.4.*

David Davenport

T1.7 *As described in the 2004 FEIR, BART would cross under Coyote Creek at the East Santa Clara Street bridge in a tunnel. There would be no impact to the bridge, as the tunnel would be deep enough to avoid the bridge foundations. In the SEIR, there has been no change to this design (see Appendix C, Figure C-43).*

T1.8 *The two stations downtown that were approved in the 2004 FEIR were consolidated with the support of the City of San Jose. This change reduces project cost while essentially providing BART service to the same downtown area. Eliminating the Santa Clara Station is not a design option at this time. The station provides connections to the future San Jose International Airport People Mover, Capitol Corridor, and ACE, as well as existing Caltrain, and VTA bus service. This station will also serve the Santa Clara University students and faculty who have a greater propensity to ride transit. Also note, BART tracks with or without a Santa Clara Station would need to extend to the new yard and shops maintenance facility needed to support the Project.*

Richard Tretten

T1.9 *The support for the single downtown station is noted.*

T1.10 *The proposed Diridon/Arena Station provides excellent intermodal transfer opportunities between commuter rail, light rail and bus transit lines. The station also offers opportunities for future high-density transit-oriented developments on surrounding properties. The No Parking Option is based on the premise that it is more cost-effective to encourage transit connections and development opportunities, rather than to build parking structures. The opposition to the No Parking Option is noted.*

Following input from the SVRT Policy Advisory Board and further discussions with interested parties, VTA staff will not be making a recommendation regarding parking at the Diridon/Arena Station. VTA will continue to work with the various parties to develop a comprehensive parking management strategy for the area.

Robert Van Cleef as read by Molly Graham

T1.11 Refer to Response to Comment P-37.1.

Helen Garza

T1.12 *The vibration impacts from Project operations were addressed in the Draft SEIR, Chapter 4, Section 4.12, Noise and Vibration, and were determined to be less significant for Five Wounds Church. The Draft SEIR, Chapter 4, Section 4.18, Construction, pages 259-260 address potential surface settlements related to construction activities. Mitigation measures are provided to reduce impacts. These measures include pre-construction condition surveys of the interiors and exteriors of selected structures, construction monitoring, and post construction repair and/or compensation if required.*

T1.13 *The traffic at the intersection of U.S. 101 and Santa Clara Street/Alum Rock Avenue was determined to have significant unavoidable traffic impacts in 2030 with the Project (see Draft SEIR, Chapter 4, pages 42-43). No cost effective feasible mitigation measure was identified. VTA is currently evaluating a Santa Clara/Alum Rock Transit Improvement Project that includes bus and light rail alternatives to provide improved transit opportunities and reduce traffic congestion along Alum Rock Avenue. VTA will continue to work with the City of San Jose to reduce traffic impacts where feasible and will comply with all traffic safety requirements. The Alum Rock Station does include a 2,500 parking space parking garage. Additional parking supply was shifted to the Berryessa Station.*

T1.14 *The Alum Rock Station includes a bus transit center to facilitate transit transfers. Bus riders are an important portion of the BART boardings and therefore bus service will be continually evaluated to maximize boardings. Refer to Response to Comment T1.13 regarding improvements along Alum Rock Avenue and Santa Clara Street.*