



Downtown-Diridon Community Working Group Meeting

Date of Meeting: May 16, 2023 (4:00 p.m. to 5:30 p.m.)

Location: Zoom

Attendees:

Members in Attendance: Alan Williams, Charlie Faas, Chris Morrissey, Elizabeth Chien-Hale, Jim Goddard, & Nate Leblanc

Members not in Attendance: Adina Levin, Bert Weaver, Carol Austen, Fred Buzo, Dana Grover, Derrick Seaver, Edgar Arellano, Jeffrey Buchanan, & Larry Clark

Speaker Attendees: Doug Moody (VTA), Bernice Alaniz (VTA), Ann Calnan (VTA), Adriano Rothschild (VTA), Marcy Kamerath (VTA), & Erica Roecks (VTA)

Other Project Team in Attendance: Joan Lee (VTA), Kristen Mei (VTA), Lucas Perez (VTA), Roy Mann (VTA), Clarence Eng (VTA), & Rachel Hennessy (VTA)

Project Team not in Attendance:

Meeting Agenda:

- Welcome and Introductions
- Phase II Update
- Project Highlight
- VTA Customer Service Center Update
- Business Resource Program Update
- Early Construction Activities
- CWG Member Report Out
- Next Steps

Follow-Up Items:

- N/A

| Comments, Issues, and Questions | Response |
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| Welcome and Introduction | No comments. |
| Phase II Update | - |
| What's the difference between program and construction management? | Program management oversees the overall program (conceptual design, environmental clearance, etc.) and helps prepare contract specifications. |

| Comments, Issues, and Questions | Response |
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| - | Construction management oversees construction (tunnel and track work contracts). |
| There isn't any mention of the major project happening next door to the Diridon BART station and the cooperation with that group. | We have coordinated with the current Diridon Integrated Station Concept team, and we will continue to do so. Our design has been vetted very closely with High-Speed Rail and Caltrain, they have been extremely engaged. We have designed with the future Caltrain expansion in mind. We are cognizant of the track alignment and how we might connect with the intermodal station. |
| Is there no function in your planning efforts to retain that cooperation? | Since the last vetting of materials and as we advance the Diridon designs, I believe we presented two meetings ago with some information on the facilities with the DISC project. We provide periodic updates, but don't have anything on this agenda. |
| You have a progressive-design contract and are working with them on refining/solidifying cost and design. Since they've been brought on board, what has been accomplished? | One significant activity from the progressive design contract was innovations. We had gotten some feedback on the vertical circulation (how people moved from street level to the platforms). One innovation they worked on was looking at the configuration of the tracks in the tunnel. Before, we were looking at tunnel configurations where the tracks were stacked or side by side, but their innovation was to expand the tunnel size so there's a central platform and tracks on either side. This allowed us to make other enhancements and improve vertical circulation. They have also provided innovations with ventilation and how we are going to construct the 28th Street Little Portugal Station. This first step was to define some early innovations in the design to deliver the project in a more strategic and cost-effective way. The next major step is to design specifications for the Tunnel Boring Machine (TBM). We are just about to order that. We have to do a lot of space |

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| - | proofing on the geological conditions, how thick those liners had to be, so there has been a lot of work on that. This TBM machine is a major element. Once they've identified some of these means and methods, they have been working with us on the Construction Transportation Management Plans, which is how we are going to handle all the mobility around the construction. We are waiting on the City of San José to get approval on the first one for early work construction at the west portal and we are starting development on the second one. |
| Project Highlight | - |
| <p>Has there been a decision made about the Mid-Tunnel Facilities?</p> <p>Are there any updates about CTMPs?</p> | <p>VTA and BART are still evaluating the Mid-Tunnel Facilities, so a final decision has not been made, as the removal of the Mid-Tunnel Facilities was one of the innovations that KST proposed. We will update you once an official decision has been made.</p> <p>I will be talking about CTMPs later this meeting. In general, we are engaging the adjacent neighborhoods when the development of the CTMP in that area is occurring.</p> |
| VTA Customer Service Center Update | - |
| Is the Chase building a historic building? | It is not a historic building, but the San José Building and Loan Association building next door is historic. |
| Is there any interim use for the Chase building or will it sit empty until it's demolished? | Currently, the customer service center is still working out of the building while we are waiting to relocate. We are looking to demolish it as soon as we can, but I do not have the exact timeline. I do not think we're looking at an interim use where that building would sit vacant for an extended period. |
| I thought all buildings in the block were going to be removed to make way for the new BART station and TOD. What other buildings will be left standing? | I do not believe the plan is to remove all buildings; VTA does not own all buildings on the block. There is a long-term master plan vision, which is the downtown development framework that has a re- |

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| - | <p>envisioned block. However, I am not aware of any exact plans to demolish all of those buildings.</p> <p>I want to clarify that the project does not require demolition of any additional buildings other than the Chase building and the Gross & Holmes building on this block.</p> <p>VTA owns approximately 75% of the block, and the rest is separate ownerships with their own plans/trajectory over time.</p> |
| <p>Has a decision on the 13th Street ventilation/emergency egress station been decided?</p> <p>Do we still need this facility? If so, any street construction impacts. If not, what are the plans for this site?</p> | <p>The Mid-Tunnel Facilities at 13th Street and Stockton Avenue are still being evaluated. We will be sure to let you know as soon as a decision has been made.</p> <p>We will provide updates when we have more information.</p> |
| Business Resource Program Update | No comments. |
| Early Construction Activities | - |
| <p>There are 2 CTMPs for each station, the early CTMP and the major CTMP, is that correct?</p> | <p>They are not necessarily always separated. For example, at the West Portal, they are being handled and developed as two separate documents, but for Downtown, Diridon, and 28th Street, KST is currently planning that they will be one combined document. We have been talking to you about the early construction activities, and we are working through advancing what major construction is. We will be back to discuss that soon.</p> |
| <p>Do you have an approximate date when we'll see a draft of that CTMP?</p> | <p>We are working through development and working with KST on the timing, so I do not have an exact date of when the draft will be available to review. However, we are looking to meet in the next month or two to provide an update on that.</p> |
| CWG Member Report | - |
| <p>For Downtown and Diridon stations, have the bike parking locations and technology</p> | <p>The number of total bike parking has been determined for all of the stations.</p> |

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| <p>been decided (bike garage, bike room, bike link lockers)?</p> <p>-</p> | <p>We are looking at 270 bike parking spaces at Downtown and 190 spaces at Diridon. The VTA bike guidelines recommending a 75/25% split between Class 1 bike parking (lockers or stations) and Class 2 (bike racks). We have identified preliminary locations for these, but we haven't finalized. That is a detail we will be honing in on over the next year. The exact technology is something that is yet to be determined and will be done in very close coordination with VTA. VTA will be the owner and ultimately need to maintain these facilities.</p> |
| <p>How will bikes get to/from street level to the train?</p> | <p>We have been working with BART on this, as BART policy doesn't allow bikes on escalators. For Downtown and Diridon stations specifically, we expect the primary bike route to be elevators. Those elevators are being designed large enough to hold cargo bikes. Cyclists will be able to use those elevators to access the concourse level. From the concourse level, there will be stairs with bike channels, as well as additional elevators to access between the concourse and platform. Bike channels are BART requirements on all primary bicycle routes. We do not anticipate bicyclists to use the stairway as a primary route between street and concourse level.</p> |
| <p>How many elevators?</p> | <p>At each concourse, we are planning for 2 elevators and 2 stairs. The Downtown station is going to have a total of 7 highspeed elevators (3 at the primary entrance building, 4 at the secondary entrance building), Diridon is being designed with 2 highspeed elevators.</p> |
| <p>Does Phase II include readjustments of bus lines for other services?</p> | <p>Yes, to some extent. VTA's final bus plans get dialed in closer to the year of service. The scheduling of the bus routes is something that VTA will take on as we get closer to opening date, but that level of detail hasn't been determined.</p> |

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| I want to thank Ron, Adriano, and Erin for coming and presenting to the Downtown Residents on May 3 rd . You were very sincere and answered a lot of questions. Also, thank you to Kristen for organizing this event. | Comment noted. - |
| Next Steps | No comments. |

Next CWG Meeting: September 12th, 2023, 4:00 PM, Zoom

Prepared by: Joan Lee (VTA)
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