



Santa Clara Community Working Group Meeting

Date of Meeting: November 14, 2019 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Sudhanshu Jain, Curtis Leigh, Jack Morash, Ryan Morfin (on-behalf of Luke De Vogelaere), and John Urban

Members not in Attendance: Nick Kasper, Ron Miller, Elizabeth Monley, Chris Shay, and Ana Vargas-Smith

Other Speaker Attendees: Gretchen Baisa (VTA), Jill Gibson (VTA), and Erica Roecks (VTA)

Additional Project Team in Attendance: Kate Christopherson (VTA) and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: N/A

Location: Mission Branch Library, 1098 Lexington Street in Santa Clara

Summary:

The meeting agenda included:

- Welcome and Introductions
- Follow-up Items and Draft 2020 Work Plan
- CWG Member Report Out
- Government Affairs
- Phase I Update
- Phase II Update
- Construction Education and Outreach Plan
- Review Action Items and Next Meeting Dates

Next CWG Meeting:

February 13, 2020 4:00-6:00 p.m.

Mission Branch Library, 1098 Lexington Street, Santa Clara

Key Issues/Comments/Questions:

Comment/Question	Response
Follow-Up Items & Draft 2020 Work Plan	
[Public] High-speed rail should go to San José International Airport. San Francisco and Oakland messed up their rail connections. The current plans for the South Bay won't work. The City of San José needs to reconsider an underground connection to the airport.	Comment noted.
CWG Member Report Out	
Various CWG members attended VTA's public meeting on the proposed transit-oriented development at the Santa Clara Caltrain parking lot. Members expressed disappointment with the current project as proposed.	Comment noted.
The South Bay Historic Railroad Society will have the holiday train at the Santa Clara Depot on December 7.	Comment noted.
Jill will be presenting on VTA's BART Phase II at 7:30 PM on November 20 to Acterra at the Foster Art Museum. Members were encouraged to attend by the CWG member who is the group's president.	Comment noted.
Government Affairs	
Does the US Senate want to encourage more Expedited Project Delivery (EPD) than the US House of Representatives?	Yes, this appears to be the case. The two bodies will need to address the differences and create a new bill, which they will then both have to pass.
This project is still waiting for EPD funds?	Yes. VTA will be requesting a multiyear funding agreement in 2020 through the EPD Pilot Program. The funding levels being discussed at the Federal level right now are for Fiscal Year 2020 only.
Phase I Update	
Does VTA know how many people will bike to the Phase I stations?	VTA projected ridership and modeled travel behavior. BART monitors bike parking capacity at its existing stations and adds parking when needed.
You said bike parking will be "manned". Does this mean there will be a paid staffer there?	No, we meant bike parking will be secure. There will be three types of bicycle parking: <ul style="list-style-type: none"> • Bike room, which requires a BikeLink card for entry • E-lockers, which also need a BikeLink card for entry • Bike Racks, which will have standard U-locks For more on BikeLink: https://www.bikelink.org/

It's great there will be a police station at the end of the line. Do we know if the Santa Clara Station will have one when Phase II opens? The City of Santa Clara already has a police station across the Caltrain tracks.	The law enforcement make-up will be the same (i.e. a combination of BART, City of Santa Clara, and VTA). We don't know yet if there will be a physical police station there.
Can we park our cars overnight at these transit centers?	Yes, if you have purchased a long-term parking permit.
Do you have to prove you have a plane ticket for long-term parking?	No.
Today someone can reserve a parking spot in advance, giving them a peace of mind.	VTA isn't offering reserved spaces because there should be enough parking when the transit centers open. If they start to fill up, VTA will adjust parking fees to manage demand.
If someone misses a BART train at Warm Springs they are stuck there for 15 minutes or more. There are little to no benches on the platform. This video didn't show a lot of benches. How many benches are at these new stations?	Staff will review how many benches are at the Berryessa/North San José and Milpitas BART stations and why those quantities were chosen. This will be an action item.
At the Milpitas Transit Center there is a bike room. Will there be one at Berryessa? Will there be a repair shop? Will there be a vending machine with bike repair items?	Yes, there will be a bike room at both transit centers. No, there are no plans for a repair shop or vending machine with repair supplies. However, there is retail space at Milpitas, so a bike repair shop could rent that space.
How separated are the bus bays from private vehicles?	The bus bays are completely separated from the public street.
[Public] VTA says BART service will start on December 28, but they're not going to make it. VTA testing was supposed to be done in June, and it still isn't done. Transferring between light rail and BART at Milpitas is atrocious. It's going to be bad at Diridon, too.	Comment noted.
Phase II Update	
Will there be TOD at the 28th Street/Little Portugal station?	Yes. The site is 13.7 acres, and TOD will be integrated into the station. There will be a master planning process starting here in mid-2020.
Will there be the same amount of parking at each station?	No.
Will the 1,200 parking stalls at 28th Street/Little Portugal be incorporated into the TOD?	This will be determined during the master planning process.
Will the VTA bus stops at Diridon be enhanced?	The bus stops will likely be moved so they can be as close as they can to the BART and intermodal station to ensure safe and quick transfers.

The 500 parking spaces at Santa Clara will be in the purple area (slide 38). Is the only access point from Brokaw and Champion Parkway?	Yes.
So, there will also be TOD in the purple area at Santa Clara? Is that the same as what we discussed at the last meeting over the maintenance facility?	Yes. VTA is still evaluating how TOD will look at this station, but it will likely involve the maintenance facility.
BART trains won't go further than Brokaw?	Correct.
How will the trains turn around at Santa Clara to go North?	There will be two tracks into the Santa Clara station. Trains will stub (i.e. pull in and park) into one of the tracks, and the operator will walk through the train to the other end. There is a crossover in Newhall Maintenance Facility where the trains can switch tracks.
How big is the Santa Clara station site?	The station is about 1.4 acres. Newhall Maintenance Facility is around 40 acres.
The Garden Alameda area has a lot of older homes which original foundations. Project construction could impact them. Someone from that area should be represented and included in the historic preconstruction survey effort.	We will connect with the City of San José's District 6 office to identify a neighborhood representative and set up a meeting. We'll add this as an action item. As for historic preconstruction surveys, properties that need to be surveyed were identified in the 2018 Final SEIS/SEIR. VTA has already reached out to these property owners and tenants.
Can staff send the Industry Forum link to the group?	Details on the February 11, 2020 Industry Forum can be found using this link: https://www.eventbrite.com/e/vtas-bart-phase-ii-industry-forum-tickets-76347775251
[Public] No one engineers tunnels large enough to fit stations. Now we have to enlarge this tunnel to 55' diameter. This won't work at Diridon. The arena is a problem – see BART and the Coliseum. With this diameter change, the project cost went up \$1 billion. As is, this project has a negative cost-benefit ratio. FTA's EPD Pilot Program has a clause that the applicant needs to demonstrate a successfully completed project on time and on budget. VTA shouldn't qualify for EPD based on this.	Comment noted.
Related Planning Efforts	
The TOCs Playbooks are a tool. They're not updating the city's general plan?	Yes, the Playbooks are a tool synthesizing the strategies to build TOCs around the BART stations. We're recommending a station area plan for Santa Clara to the City. The City Council has to take

	action for the Playbook recommendations to happen.
What are you asking the Cities?	We're asking the Cities to endorse the holistic plan stated in the Playbooks, to implement the plan, and to report out their progress.
Construction Education and Outreach Plan	
Shasta Hanchett Neighborhood Association has their annual meeting in January. It might be good for VTA to attend.	Comment noted.

Follow-Up Items:

- Research how many benches are on the platforms at Milpitas and Berryessa/North San José BART stations
- Research what bicycle repair items will be available at the Milpitas and Berryessa Transit Centers – information included above in meeting summary
- Connect with City of San José District 6 to identify Garden Alameda neighborhood representative
- Send Industry Forum details - information included above in meeting summary

Prepared by: Kate Christopherson (VTA)

Concurred by: Eileen Goodwin (Apex Strategies)

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