



Santa Clara Community Working Group Meeting

Date of Meeting: February 13, 2020 (4:00 p.m. to 6:00 p.m.)

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

Attendees:

Members in Attendance: Sudhanshu Jain, Jack Morash, Ron Miller, Ryan Morfin (on-behalf of Luke De Vogelaere), Chris Shay, Ana Vargas-Smith and John Urban

Members not in Attendance: Nick Kasper and Curtis Leigh

Other Speaker Attendees: Gretchen Baisa (VTA), Jill Gibson (VTA), Ramses Madou (CSJ), Aaron Quigley (VTA), and Lesley Xavier (CSC)

Project Team in Attendance: Joseph Clayton (VTA) and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Kate Christopherson (VTA)

Meeting Agenda:

- Welcome and Introductions
- Follow-up Items
- CWG Member Report Out
- Government Affairs
- Phase II Update & Related Planning Efforts
- Construction Education and Outreach Plan
- City of Santa Clara Downtown Precise Plan Update
- San José Airport Connector
- Review Action Items and Next Meeting Dates

Follow-Up Items:

- Send link to BART Phase II video – [Video Link](#)
- Send link to playbook once finalized - *Noted*
- Send date for Santa Clara Council Meeting TOC Workshop Presentation – *Tuesday, March 17th, 6pm, City Hall Council Chambers 1500 Warburton Avenue Santa Clara, CA 95050*
- Send Downtown Precise Plan Community Meeting information to CWG members to distribute to their networks - *Noted*
- Provide link to Airport RFQ responses in meeting summary – [Responses Link](#)

Comments, Issues and Questions	Response
Follow-Up Items	
What is the status of the station names?	The current names for the Stations are Santa Clara, Diridon, Downtown San José and 28th Street/Little Portugal.
CWG Member Report Out	
Still trying to get a response from the local neighborhood homeowner's association leadership around Newhall.	
Affordable housing is an issue. Bellarmine is tracking as a staff recruitment and retention issue. The BART project is seen as a key project.	
At the City of Santa Clara's goal setting event, public speakers including VTA staff and a CWG member spoke in favor of higher density around the BART/Caltrain Station, especially for office use. The City needs to follow through on this.	
The Historic Railroad Society continues to have BART Phase II information posted on their website.	
Reclaiming Our Downtown has 3,500 people following them on social media. The group met in person a few weeks ago, and BART was a topic. BART is seen as a good project, and the group continues to push for a connection between downtown Santa Clara and the station area. The group is excited the City of Santa Clara Downtown Precise Plan has kicked-off and is looking at that connection.	
People are hoping for a connection under the tracks to connect the downtown area all the way to station more directly than the current ADA ramp. It can be tough having the bikes use the same connection as the pedestrians. There has also been interest expressed for an auto connection from downtown Santa Clara to the BART Station under the tracks.	
Government Affairs	
That was a very interesting report. It is interesting that the administration has this role.	Noted.

Did VTA declare a climate emergency at the Board meeting? Will that reprogram the funds from road projects to other projects?	Yes, the VTA declared a climate emergency. No, there was no decision made to redirect funds.
Phase II Update & Related Planning Efforts	
Does the Apple property remain where it is with this station area design?	Yes. There is no need to use that property with the updated design.
That video was a good use of tax dollars. It was very informative.	Noted.
When will the Newhall area start seeing construction?	The tunnel boring machine is expected to be launched in 2022 with enabling works beginning in 2021.
Concerned about the noise of the project area.	Noted. In June 2018, some CWG members toured BART's Concord Maintenance Facility. You can read the meeting summary for members' experiences. Link to tour meeting summary: https://www.vta.org/sites/default/files/documents/Santa-Clara-CWG-June-15-2018%2520-BART-Maintenance-Tour.pdf
When developing construction documents, please make sure to engage new CWG members, the stadium staff, the Coleman Highline Team, and the residents between I-880 and the facility.	Noted.
Will the Diridon Station be LEED Certified?	The goal is for the station to achieve Gold LEED Certification.
Since we are in a climate emergency, why isn't the Diridon Station required to have the highest green building practices? I think they should be requirements not goals.	Noted.
Can staff share the video from the Industry Forum?	Video link: https://bit.ly/2IsKJ7n
You spoke of grant efforts being two separate efforts, but will the planning be done as one plan with the City of Santa Clara and VTA working together on station access?	Yes, VTA and the City of Santa Clara will work together on the station area plan if awarded the grant.
What is the Transit-Oriented Development (TOD) Planning grant for?	To refresh and update the planning documents related to the station area.
If VTA gets the grant will all the funds go to the Santa Clara station area effort?	No, it would go towards planning for multiple BART stations, so the funding would go to other stations as well. The scope still needs to be developed.
Is City staff recommending approval of the TOC Playbook?	The playbook will be discussed at a Council Study Session on March 17th . No action will be taken as it is a study session and not a hearing. It is also

	important to note that the playbook is not a plan that would change the City's rules. The playbook documents well-vetted strategies to be advanced in future City efforts.
Construction Education & Outreach Plan	
How do you define which small businesses will be impacted? Do franchises count? They will be impacted too.	The metrics for what is a small business are still being established. It is likely that we will We haven't decided yet and are looking at metrics like businesses' gross receipts, number of employees, etc. to define them. Any business near the construction staging areas and along the haul routes may eligible for our programs.
I like that you are looking at types of construction fencing. The University is using some fencing that looks like a hedge right now. It is beautiful. It is in the heart of campus right by the STEM Building.	Noted.
I personally like text alerts. Will the texts be able to have messages that are customized by geographic area? I don't want everything.	Yes, we are looking at customizing, with people able to opt-in for specific issues / areas.
Downtown Precise Plan Update	<i>This update and the responses below were provided by a representative of the City of Santa Clara.</i>
How long will Meeting in a Box #1 be live on the website?	Until Meeting in a Box #2 is posted.
Will the mode of transportation on Franklin be part of the consultant's scope?	Yes.
Is driverless vehicle technology on the table for the Franklin link?	Yes.
Getting to El Camino Real will be the hardest part.	While the consultant is not scoped to solve El Camino Real, the consultant is looking at some options we might be able to consider as part of the Precise Plan recommendations.
San José Airport Connector	<i>This update and the responses below were provided by a representative of the City of San José.</i>
Seems like a tunnel from the airport to downtown San José might be doable, but it seems difficult to do this along Stevens Creek Boulevard due to all the stops.	One of proposers say they would only need the equivalent of four parking places to have the technology access riders at "stations" along Stevens Creek. They are proposing "branch tunnels" which would be smaller. I am not sure about whether the ultimate designs could be that small of a footprint.
What about BART to Santa Clara to the airport, that way we are not adding a new technology?	That has been studied. Getting under or over the airport is tricky. This is why we are also using the RFI to see if there isn't something cheaper and

	faster to implement than BART or other current technologies.
So you are really trying to solve for two things. That is a lot to ask.	Yes.
What about future light rail locations?	The Mayor has asked us to reimagine the light rail service with different technology. This is exploratory.
It is predicted that Stevens Creek will have more housing along it in the future. Is the City of Santa Clara on board?	The City has not yet planned to densify that corridor. The City of Santa Clara is a partner in this process and is screening the technologies we are looking at. They have been responding positively to the effort.
There is a lot to learn from Europeans. They have been at this a long time, and their transit works very well. Are you looking at that?	Yes. We are looking at examples from all over the world.
Public comment: Which station is closer to the airport – Santa Clara or Diridon?	Santa Clara
Public comment: I think Santa Clara to the airport should be strongly considered.	It has been studied before but has not come to fruition. It doesn't solve the larger network issues and goals for this process we have spoken about.
Can staff share the responses to the Airport Connector RFI?	Link to responses: https://bit.ly/2vxxcsH

Next CWG Meeting:

May 14, 4:00-6:00 p.m. Mission Branch Library, 1098 Lexington Street, Santa Clara

Prepared by: Eileen Goodwin (Apex Strategies)

Concurred by: Erin Sheelen (VTA)

Distribution:

CWG Members
Project Team
City Staff
Distribution list