



28th Street/Little Portugal Community Working Group Meeting

Date of Meeting: July 15, 2020 (4:00 p.m. to 5:30 p.m.)

Location: Zoom

Attendees:

Members in Attendance: Terry Christensen, Carlos Diaz, Helen Masamori, Bill Rankin, Justin Triano, and Davide Vieira

Members not in Attendance: Ricardo Agredano, Connie Alvarez, Elma Arredondo, Kathy Ericksen, Danny Garza, Jeff Levine, Cobán López, Chris Patterson-Simmons, and Eric Thacker

Other Speaking Attendees: Bernice Alaniz (VTA), Gretchen Baisa (VTA), Ron Golem (VTA), and Takis Salpeas (VTA)

Project Team in Attendance: Kate Christopherson (VTA) and Joseph Clayton (VTA)

Project Team not in Attendance: Jill Gibson (VTA)

Meeting Agenda:

- Welcome and Introductions
- Follow-up Items
- CWG Member Report Out
- Berryessa Extension Opening
- Phase II Update
- Related Planning Efforts
- Community Outreach
- Review Action Items and Next Meeting Dates

Follow-Up Items:

- Send Kerry Hillis (BART) contact info

Comment, Issues, and Questions	Response
Follow-Up Items	
<p>[Public] When voters initially voted for this project in 2000, it was BART from Fremont to Santa Clara. In 2008, the project was split into Fremont to Berryessa and Berryessa to Santa Clara. The first phase was then subdivided again to do Fremont to Warm Springs and then Warm Springs to Berryessa, so there is a history of changing the project definition. There is nothing preventing us from doing something like this (i.e. minimum operating segment) again.</p>	<p>The 2001 Major Investment Study determined extending BART from Warm Springs to Santa Clara was the preferred alternative, not Fremont to Santa Clara. BART planned and constructed the Warm Springs station since Alameda County is in the BART District. A minimum operating segment was not used for this station.</p> <p>VTA is planning and constructing the BART extension into Santa Clara County since the county is not in the BART District. In 2009, VTA split the extension into two phases (Warm Springs to Berryessa/North San José and Berryessa/North San José to Santa Clara). In 2018, VTA received environmental clearance for Phase II, the 6-mile, 4-station BART extension from Berryessa/North San José to Santa Clara. A minimum operating segment from Berryessa/North San José to 28th Street/Little Portugal would be an entirely different project.</p>
CWG Member Report Out	
<p>The Friends of Five Wounds Trail posted on Facebook about the VTA Board of Directors approval of a \$4.14 million grant for environmental, planning, and design of the future Five Wounds Trail. There was a lot of positive reaction.</p>	<p>Comment noted.</p>
<p>Seconding the feedback on the grant for the Five Wounds Trail. Thank you, Measure B and VTA. Looking forward to master planning with VTA. The community already has a master plan for half of it.</p>	<p>Comment noted.</p>
<p>There is a new proposed housing project on N 27th Street, which is asking for general plan amendments. Will keep the group updated on the progress of this.</p>	<p>Comment noted.</p>

Berryessa Extension Opening	
[Public] Ridership on BART’s Berryessa Extension is averaging between 300-400 passengers per day. VTA spent \$3.2 billion on this extension. This equates to \$10 million/passenger right now. VTA should try to reduce costs for Phase II.	BART system ridership is down 80 percent due to COVID-19 and the resulting Shelter-in-Place. These are unprecedented circumstances, so it is not appropriate to look at ridership numbers and make conclusions right now.
Phase II Update	
Is it possible for transit-oriented development (TOD) to incorporate the 1,200 parking spaces required at the 28th Street/Little Portugal station? Don’t want a giant parking structure at this station.	The 1,200 parking spaces are part of the approved 2018 environmental document, so we do need to incorporate them. We have noted your comment and will look into TOD and parking.
It has been some time since VTA and the Five Wounds Portuguese National Parish have met to discuss measures to protect the Parish during construction. When will VTA and the Parish meet again?	VTA started the historic preservation process before COVID-19, but due to safety concerns, it is now paused. VTA will resume once conditions have improved. We can set up another meeting when we have more information to share.
[Public] In 2018, VTA was planning for a 45-foot single-bore tunnel at around \$4.7 billion. Then the project went up to \$5.6 billion for a 55-foot tunnel. Now VTA is back with a 45-foot tunnel, but the cost hasn’t gone down. It is now \$6.9 billion. Why is this? We’ve nearly doubled Measure A from \$1 billion to \$1.9 billion, and also VTA may have to go over the \$1.5 billion cap on Measure B.	The current tunnel is approximate 48-feet wide. The cost estimate now includes unallocated contingency and financing, which the two other estimates did not include.
[Public] Ultimately, MTC will decide what happens to this project. They’re working on Plan Bay Area 2050 right now. They have \$400 billion worth of projects and less than half of the funding. They are phasing the projects (2020-2035 and 2035-2050). BART Phase II is questionable for the first phase of projects with its current timeline. SPUR wrote a letter to MTC’s Planning Committee on July 10 supporting inclusion of Phase II in the Plan Bay Area 2050 document but recommends an independent review of train storage options. It would be inappropriate for East San José to have to have to wait another	Comment noted.

10 years or more for BART because there is insufficient funding to get to Santa Clara.	
Related Planning Efforts	
Nervous when you said City of San José adopted the TOC Playbooks when the City already adopted our community's four Urban Village plans. The community's wishes need to be respected.	<p>[VTA] The City endorsed the 28th Street/Little Portugal and Downtown San José TOC Playbooks as a beginning point. VTA staff have worked closely with City staff on them and the topics Councilmember Peralez brought up in his letter. The playbooks are to complement previous plans, not replace them. VTA is hoping the City will lead TOC implementation going forward with previous plans in mind.</p> <p>[City of San José] We agree the TOC Playbooks are a beginning point. They were not formally adopted. We are excited to keep working with VTA.</p>
Community Engagement	
Is there anything to relay to small businesses on the project since the Small Business Resource Study is paused?	You can let them know the study is paused, but if anyone wants to provide info now, they can connect with our team. VTA prefers to wait until conditions return closer to normal so we have the most accurate information on their business and operations.
When will the public meetings be?	Virtual meeting, date TBD.

Next CWG Meeting:

September 16, 4:00 PM, Zoom

Prepared by Kate Christopherson (VTA)

Concurred by Joe Clayton (VTA)

Distribution: CWG

Project Team

City Staff

Distribution list