



Downtown-Diridon Community Working Group Meeting

Date of Meeting: May 14, 2024 (4:00 p.m. to 5:30 p.m.)

Location: Zoom

Attendees:

Members in Attendance: Alan Williams, Charlie Faas, Chris Morrissey, Elizabeth Chien-Hale, James Duran, Jim Goddard, José Magana, Kristen Brown, Chris Shay, Mike Mclean, Nate LeBlanc, Tony Mirenda

Members not in Attendance: Adina Levin, Bert Weaver, Carol Austen, Dana Grover, Edgar Arellano, Jeffrey Buchanan, Larry Clark, Ron Gonzales

Speaker Attendees: Bernice Alaniz (VTA), Kristen Mei (VTA), Matt Derby (VTA), Melissa Cerezo (VTA)

Other Project Team in Attendance: Adriano Rothschild (VTA), Brent Pearse (VTA), Erin Sheelen (VTA)

Project Team not in Attendance: N/A

Meeting Agenda:

- Welcome and Introductions
- Phase II Update
- TOC Grant Update
- Early Construction Activities
- Community Engagement
- CWG Member Report Out
- Next Steps

Follow-Up Items:

- Look into hosting in-person CWG meetings at the San Jose Chamber of Commerce
- Look at what's planned for the area surrounding the station at a future CWG meeting?
- Confirm all CWG member invites for the Groundbreaking event
- Look into presenting an update at the San Jose Area Authority Board of Directors meeting
- Share how much information is distributed to the greater public

| Comments, Issues, and Questions | Response |
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| Welcome and Introduction | No comments. |
| Phase II Update | |
| <p>I'm hearing about increasing costs and then the cost looks like it's balanced with the revenue is that correct? Do we know that we have all the money for the current expected cost or is that something that is changing? (Alan Williams)</p> | <p>We have cost estimates that correlated with 60% design and are looking at value engineering and optimization to stay within budget as we configure the stations. We don't know definitively as we advance from 60 to 80 to 100, but the ultimate goal is to maintain those project costs and submit an application that demonstrates we can fund the Project. That will be part of the next application for our Full Funding Grant Agreement. There might be some slight changes but not aware of any significant changes to budget. This will be part of our financial plan.</p> |
| <p>What do you expect in terms of Full Funding Grant Agreement – when do you expect response, and what response do you expect? (James Duran)</p> | <p>We're submitting our application in July, and there's a lot of review of those materials. It's an iterative process – ultimately our goal is to execute that contract before the end of the year. This being because of the possible change with a new administration and potential changes in priorities. Under federal New Starts, the federal government has always fully funded those agreements that were granted.</p> |
| CWG Discussion & Poll | <p>Would you like to resume in-person CWG meetings? 55% said yes.</p> <p>If you would like in-person CWG meetings, how often would you like to attend? 5 prefer to have an option between in-person & virtual; 3 prefer to keep meeting virtually on Zoom, 3 would commit to meeting in-person for every other meeting; 3 would commit to meeting in-person for every meeting; 1 would commit to meeting in-person for one meeting each year.</p> <p>Would you be interested in a pre-meeting networking time with CWG members,</p> |

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| | <p>Project staff, and invited presenters? 55% said yes.</p> <p>This is my preference on the CWG meeting format. 82% like the current meeting format with staff facilitation.</p> <p>Would you like to review Project documents prior to the presentation at the Board of Directors meeting? 100% said yes.</p> |
| <p>With the majority looking at Zoom as the method to continue meeting, I obviously support that. I also think there is value in getting everyone in the same room on occasion whether it's one or a few times a year to move forward with certain topics. I wouldn't mind having a discussion about that in some fashion if we had some kind of hybrid meeting.</p> | <p>Comment noted.</p> |
| <p>In-person meetings last year were great. Face-to-face helps build relationships with other members in the community and VTA/BART. I'm not getting as much value virtually as I was going in person.</p> | <p>Comment noted.</p> |
| <p>Are you looking for places to host meetings? The San Jose Chamber of Commerce would be interested in hosting and we are happy to work something out.</p> | <p>Comment noted, thank you for offering. We'll look into this further.</p> |
| <p>I concur.</p> | <p>Comment noted.</p> |
| <p>I like the idea of a third-party facilitator, so we don't have the VTA primary perspective pushed at us.</p> | <p>Comment noted.</p> |
| <p>I concur, it creates a better balance because we don't have a lot of power to push things.</p> | <p>Comment noted.</p> |
| <p>What are the three primary issues that might push the date of completion out from 2039?</p> | <p>There are three main things:</p> <ul style="list-style-type: none"> • Labor – there is currently a labor shortage which affects how fast we can go. • Unforeseen conditions the Tunnel Boring Machine may run into. |

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| | <ul style="list-style-type: none"> • Not getting enough funding by the end of 2024 as we'll have to access further. |
| Downtown San Jose Station Update | |
| <p>Once project is completed, what additional maintenance costs will fall on the shoulder of BART or the Cities of San Jose & Santa Clara or VTA? (James Duran)</p> | <p>VTA is cognizant of needing to design a project that we can afford and maintain. In 2008 there was a sales tax measure that passed for a 1/8 cent sales tax to supplement. No transit agency gets all their operational/maintenance costs through fairs. We knew that the fairs wouldn't cover the operational cost. As we are designing these stations, we're working in close collaboration with BART to determine which operational facilities can be above ground to reduce Operation & Maintenance (O&M) costs. VTA will reimburse BART for O&M costs related to the Santa Clara County extension. O&M costs will not fall to the Cities.</p> <p>BART has been part of Design Review Committee, and VTA is seeking their input on the maintainability of the materials selected for the facilities.</p> |
| <p>Downtown San Jose station cannot be two-stories tall – it should allow developers to build above. It's a misuse of downtown real estate otherwise.</p> <p>Can you put development behind the station?</p> | <p>Because of the requirements for building a public transit station, there are certain safety requirements that must be met. Building above the station is very cost-prohibitive for a developer to pencil out and makes it infeasible to build above a BART station – it adds 40% more to building costs.</p> <p>TOC was explored, but developing above station is not realistic. There has been a significant amount of development planned on the station block. The Design Development Framework is planned in the area surrounding stations to maximize density.</p> |

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| <p>There have been other transit centers built up in the West Coast. Are there other transit centers in downtown areas that don't build up?</p> | <p>For LA Metro, the D Line Subway Extension Project sections 1, 2 & 3 are all examples of headhouses that are on their own and are opening for service as early as 2025. LA Metro's regional connector, which opened earlier this year with three new underground stations have headhouses that do are not built up (Little Tokyo/Arts District, Historic Broadway, & Grand Av Arts/Bunker Hill). In San Francisco, all the new Muni Metro stations also do not have anything built above (Moscone, Union Square, and Chinatown-Rose Pak).</p> |
| <p>I'm concerned about wasted space at DTSJ station despite being grand. We've talked about retail within the station. If we can't build up, then let's build TOD within the station. It's important to make it useful and functional.</p> <p>Yes.</p> | <p>Would it be helpful to look at what's planned for the area surrounding the station at the next CWG meeting?</p> <p>Past plans may have shown development above stations. In 2022, one of the big changes that we made was to refine the station's vertical circulation to streamline and make it simpler and easier for people to access the concourse level below. And as part of that, we actually had to increase the diameter of our station shaft, which reduced our ability to have those structural walls and elements on the sides, because the shaft itself got just increased. That was one of the tradeoffs that we discussed extensively with the City. We reached the conclusion that better passenger experience was worth it, and that the potential loss of development above the station, which, as Bernice mentioned still had several challenges associated with it, could be accommodated elsewhere on the block. I believe VTA has plans for over 1.8 million square feet of development there surrounding the station, and what you don't see right behind the station, and the</p> |

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| | <p>reason you don't see high development just behind it is that there is a plaza envisioned within the center of the block. We wanted to make sure that this development followed good urban design guidelines which included breaking that block up and providing some more open space within.</p> |
| <p>It's still possible. And to Adriano's point they're trying to take the vertical loads from a higher rise through that area with a big shaft in the middle, would be cumbersome at best, not even sure if you could do it. But I don't know that it would preclude the station almost as a portal to other designs like right behind it, or next to it, it could potentially be connected with a moveable portal, so that the experience would be people coming out of the shaft and would be able to go into a coffee shop or something like that. That being said, my question was around security. I see the glass across the front, which is great. Is there some sort of a folding wall or grading system? Is this open all the time or is there going to be times where this is closed off so that we don't encourage people just kind of meandering in there and then all the problems that go with that.</p> | <p>Yes, that is included. It is not shown in the renderings because we like to show the station when it is open, but there will be a roll down enclosure at all BSV BART stations. Redesigned BART fare gates will prohibit non-passengers from entering the paid area.</p> |
| <p>Will there be retail outlets within the station?</p> | <p>In discussions with BART, no retail is being considered for the paid areas of the station at this time.</p> |
| <p>Diridon Station Overview</p> | |
| <p>Is that a second station so close to the existing station?</p> | <p>There is a plan to upgrade the existing Caltrain Station and it would look at all the different service providers. It is a reimagining of the existing station to better serve the existing operators. It will not be a BART station.</p> |
| <p>TOC Grant Update</p> | |
| <p>Do we have an idea of what the individual grants would be?</p> | <p>Yes, they really range in the kinds of eligible projects. For example, under planning and policy implementation, this could support activities that local</p> |

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| | agencies are working on to update their station area plans for place making arts and activation. |
| <p>These are wonderful goals here. I would have to say that placemaking arts and activation are vastly more expensive than planning and policy implementation. These are a lot of goals but 10% seems to be a small percentage when you talk about what the actual cost of placemaking is.</p> | <p>We're hopeful that this program won't fund infrastructure projects but the ability for small-scale interventions to promote activity around station areas.</p> |
| <p>Early Construction Activities</p> | <p>No comments.</p> |
| <p>Community Engagement</p> | |
| <p>Is the Newhall Maintenance Facility something that BART is doing?</p> <p>Who owns it? Is it BART or VTA?</p> | <p>The Newhall Yard & Maintenance Facility is the end-of-line facility/storage area where the BART trains will be stored and maintained. Currently, the closest yard is in Hayward, so it helps with operational efficiencies to have a local facility here.</p> <p>For every part of the Project that VTA builds, we own the infrastructure, so we own the Newhall Yard & Maintenance Facility. VTA has an agreement with BART for BART to operate and maintain the facility.</p> |
| <p>I am interested in the invitation for the West Portal groundbreaking. I don't think I've seen it in my inbox yet.</p> | <p>We'll look into it and confirm.</p> |
| <p>CWG Member Report</p> | |
| <p>Members of VTA presented an update at the San Jose Area Authority Board of Directors meeting in April mainly regarding the Diridon Station area. We hope to have them back at a later date.</p> | <p>Comment noted.</p> |
| <p>There is confusion about the naming contest between the Mercury News naming contest and VTA's.</p> | <p>Comment noted.</p> |
| <p>How much information can be distributed to the greater public? Because people do ask. And I want to review this and then start using our platforms to get it out to our members and local businesses and small businesses.</p> | <p>Comment noted.</p> |

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| To what extent is MTC involved? | Some of the funds go through MTC. Some of them are formula based. Some of them are allocation based so on that funding chart, don't know if you can see some of those funds come directly through MTC to the project. MTC disperses some of the funding (formula/allocation-based, both regional and state funds). BSV is identified in MTC's long-range regional plan as a top priority. |
| Next Steps | No comments. |

Next CWG Meeting: July 23rd, 2024, 4:00 PM, TBD & Zoom (Hybrid)

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