



**Downtown-Diridon Community Working Group Meeting**

**Date of Meeting:** February 6, 2024 (4:00 p.m. to 5:30 p.m.)

**Location:** Zoom

**Attendees:**

Members in Attendance: Adina Levin, Alan Williams, Charlie Faas, Chris Morrissey, Elizabeth Chien-Hale, Jim Goddard, Kristen Brown, Nate LeBlanc, & Tony Mirenda

Members not in Attendance: Bert Weaver, Carol Austen, Dana Grover, Edgar Arellano, James Duran, Jeffrey Buchanan, José Magana, Larry Clark, Mike McLean, & Ron Gonzales

Speaker Attendees: Adriano Rothschild (VTA), Bernice Alaniz (VTA), Erica Roecks (VTA), Kristen Mei (VTA)

Other Project Team in Attendance: Brent Pearse (VTA), Matt Derby (VTA), Erin Sheelen (VTA)

Project Team not in Attendance: N/A

**Meeting Agenda:**

- Welcome and Introductions
- Phase II Update
- Station Configuration Update
- Business Resource Program Update
- Early Construction Activities
- 2024 CWG Workplan Review
- Downtown-Diridon CWG Chair
- CWG Member Report Out
- Next Steps

**Follow-Up Items:**

- Adding Tony to Downtown DRC Group

Comments, Issues, and Questions	Response
<b>Welcome and Introduction</b>	No comments.
<b>Phase II Update</b>	-
Can the Santa Clara Materials be shared with us?	Kristen to share links to presentation slide deck in an email following the meeting.

Comments, Issues, and Questions	Response
Is it too late to join the Design Review Committee meetings, specifically for Downtown & Diridon?	We are currently coordinating with specific organizations to determine participation in the Design Review Committee Meetings. Our environmental commitment does not limit how many members we have; however, it is a requirement that the individual must represent an organization related to the station.
The Arena has its own Transportation Parking Management Plan (TPMP). City staff & Arena management are updating the TPMP in anticipation of it overlaying with the BART CTMP. Have there been any discussions with the DOT about the Arena TPMP? Arena TPMP discussions started last month and are continuing now. Bryan Nelson is leading those conversations.	Yes, this has been brought up a few times, but we weren't aware of the timing. We are aware that it is being updated, and the coordination will be very important. The CTMP for Downtown will start April/May 2024. We will reach out and talk about coordination. We have a meeting with Bryan Nelson from the City next week to discuss the reengagement efforts
How is the project going to balance the relationship between High-Speed Rail, Diridon, and Downtown?	We're working closely with the Diridon Integrated Station Concept plan access between the intermodal station and the BART station. We've been working side by side on various concepts to adapt as that project evolves. We have an upcoming meeting where some of that will be discussed. Erin Sheelen is the lead for the Diridon station and has been working very closely with that team.
Who on the City side is participating in the dialogue for the Diridon Station intermodal facility?	Jess Zenk, Eric Eidlin, and Alisar Aoun.
Have you seen a concept/drawing of the way High-Speed Rail is going to bring their ridership to both the Diridon station and the BART facility?	Yes, they've shared their conceptual drawing with us. They are looking at how passengers will go from the intermodal station to the BART station. They just shared some recently updated designs about two weeks ago. We've been taking a look at them to see how they work with our existing station design and what can be handled now versus the future with the Diridon intermodal facility.

Comments, Issues, and Questions	Response
Will we get a chance to see the high-speed rail concept drawings soon?	They are presenting to the Diridon JPAB February 14 <sup>th</sup> , and then again in May where they will be showing more detailed drawings.
How will they connect with the people mover from the airport?	We have also been in conversations with the City about the airport mover to talk about how that interface might work, how the construction schedules might work out on their alignment. We're monitoring that closely as well.
I was just also concerned about the connectivity between the airport mover and the BART station. I was wondering if that was part of this project or if it was a separate project.	Comment noted. The Project is in coordination with the City regarding the airport mover, but the mover itself is its own project.
<b>Station Configuration Update</b>	No comments.
<b>Business Resource Program Update</b>	-
When we did the Downtown transit mall on 1 <sup>st</sup> & 2 <sup>nd</sup> Street on the Guadalupe project, we had more noise & discomfort from the public regarding that 10-block section than the rest of the project put together. Don't underestimate what you'll hear from this, even having reduced the impact dramatically.	Absolutely, we remember that clearly and we hope that the Business Resource Program (BRP) we are implementing will be very responsive and meet those business needs.
Have the criteria already been established?	The criteria have been established, part of it will be proximity to construction activity, which is around 500 ft. We are augmenting that with a buffer. The criteria are based on the specific construction activities that are happening and what the project is imposing upon an area, i.e. if we closed a lane or blocked an entrance. We know what the project activities are, and if you have been exposed to them and attest to their impact on you, you qualify for it.
The biggest trip generator anywhere in the South Bay Area is San Jose State University. And it's right there, so is there any way that you can streamline the access for students, either through the City complex or some dedicated path around the City complex to the stations to	With the station site plans, a benefit of eliminating the secondary head house is that we aren't going to impact the light rail system, so that will be a huge boon for SJSU. We're still working on the Construction Transportation Management Plan (CTMP) for that area, so we haven't

<b>Comments, Issues, and Questions</b>	<b>Response</b>
<p>encourage them &amp; make it smooth? There could be tens of thousands of students &amp; staff using that access.</p>	<p>identified the means and methods, but we did put in stringent requirements for the contractor about the level of impact they can have. As far as SJSU commuters, we're looking at all modes of transport and our transit system. We want to see more than 30% of SJSU students using public transit, so we're trying to make sure we have the least amount of impact to their mobility. We will be getting input when we do the CTMP.</p>
<p><b>Early Construction Activities</b></p>	<p>-</p>
<p>Have there been any efforts to do learning opportunities with design &amp; engineering groups at SJSU (San José State University)? There's also an opportunity to coordinate with the Santa Clara University Engineering program during construction.</p>	<p>In November, Adriano Rothschild presented at the Chi Epsilon Honors Engineering Society on the seismic and geotechnical work associated with the project.</p> <p>We did several presentations to the engineering department a few years ago. We would go out and do a general project update on what it is comprised of, and then the technical engineering experts would do the technical aspects of the presentation. The Dean of the department would have us present twice a semester.</p>
<p><b>2024 CWG Workplan</b></p>	<p>No comments.</p>
<p><b>Downtown-Diridon CWG Chair</b></p>	<p>-</p>
<p>Tony Mirenda was nominated and accepted the position as the Downtown-Diridon CWG Chair.</p>	<p>We'll be in coordination with Tony and appreciate his willingness to step into this role!</p>
<p><b>CWG Member Report</b></p>	<p>-</p>
<p>Will you let us know when the updated project factsheets are available so we can forward those along?</p>	<p>Yes, you will receive an email about them.</p>
<p>In talking about the TBM construction starting on the West Portal, folks are excited to get the tour. Is there something we can do to accommodate that other than the groundbreaking? To get some good PR for the project.</p>	<p>Comment noted. Beyond the Groundbreaking Event for the West Portal in June, the project will not be having additional site tours available to the public at this time. The TBM construction and delivery will occur through 2026, at which point a separate Groundbreaking event is anticipated with public tours. Project stakeholders may always request one-off site tours through BSV EAT pending</p>

Comments, Issues, and Questions	Response
	construction schedule and reason for visit.
If there's a way to develop a rough plan for construction logistics and staging at the stations, it would be great to see if there are preliminary ideas so we can work with small business and make them aware of what's coming.	We should be covering most of that in the CTMPs. Once we have the Diridon and Downtown CTMPs, those should cover a lot of that. We'll be very diligent about circulating that and getting input. When we had the public meeting, that was to get input on the plan and adjust accordingly.
We're going to be seeing VTA representatives at the Arena for the April meeting to provide an update as well. Thank you and we look forward to seeing you there then.	Thank you for having us.
<b>Next Steps</b>	-
Note that the next meeting slide says May 16 <sup>th</sup> , but it should be May 14 <sup>th</sup> .	Yes, it should be May 14 <sup>th</sup> , thank you for catching that.
Can you provide slide deck out?	Kristen to send out finalized slide deck after meeting.

**Next CWG Meeting:** May 14<sup>th</sup>, 2024, 4:00 PM, Zoom

**Prepared by:** Merrick Howarth (VTA)  
**Concurred by:** Kristen Mei (VTA), Erica Roecks (VTA)  
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Project Team  
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Distribution List