



Santa Clara Community Working Group Meeting

Date of Meeting: February 11, 2016 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Sudhanshu Jain, Jack Morash, John Urban

Members not in Attendance: Steve Buress, Rahul Chandhok, Denise Harris, Chris Lepe, Richard Fedesco, Chris Shay, Ron Miller

Other Speaker Attendees: Casey Fromson (Caltrain), Ben Tripousis (HSR) Janice Soriano (VTA), Ying Smith (VTA), Tom Fitzwater (VTA), Samantha Swan (VTA)

Project Team in Attendance: Angela Sipp (VTA), Kevin Kurimoto (VTA), Eileen Goodwin (Apex)

Project Team not in Attendance: John Davidson (City of Santa Clara), Leyla Hedayat (VTA)

Location: Santa Clara Chamber of Commerce, 1850 Warburton Avenue, Santa Clara, CA

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow up items – Facilitator
- Schedule Update – VTA Staff
- Caltrain Electrification Update—Caltrain
- High Speed Rail Update—High Speed Rail
- VTA Projects within BART Corridor—VTA Staff
- BART's Station Naming Policy—Facilitator
- Next Steps – Facilitator
- Review Action Items and Next Meeting Date (April 14, 2016 4 p.m.-6 p.m.) – New Location: 1850 Warburton Avenue in Santa Clara – Facilitator

Key Issues/Comments/Questions:

Comment/Question	Response
Follow up items/Schedule	
The Financial Workshop was promoted on some of the group lists of CWG members.	Thank you for helping promote the effort to get the information out.

The CWG does not want to spend time on the East West San Jose station process.	We will remove that proposed item from the April agenda. Janice will add John Urban to the mailing list for the Downtown CWG so he can monitor the item and attend when it is being discussed next meeting.
Signage should be an important consideration when VTA starts the Access Planning discussion. The existing Caltrain signage is awful.	Signage and wayfinding will be an element of the planning work.
Will the access plan prioritize BRT on the west side and pedestrian access?	Station access planning will consider existing and future land-use, transit, bicycle, pedestrian and transportation conditions, approved station area plans, and other projects under consideration by local and regional jurisdictions. Based on this information, detailed access planning will be developed for the Phase II stations, including prioritization of BRT.
High Speed Rail Update	
Can you clarify train frequency numbers?	Caltrain will be running 6 trains and HSR 4 in the peak hour.
What is the maximum number of HSR trains from Gilroy to Fresno?	Not sure there is a maximum calculated at this point. The HSR "day" will be from 5:30 a.m. to 12:30 a.m. The blended system limitations will impact the number of trains there will be 16-20 HSR trains purchased. The goal is to run as many trains as possible and move as many people as possible. The trip from Diridon to L.A. will take 2 hours and 15 minutes which should be attractive.
How will HSR do the security screening?	It will be a different screening process than flying. The customers will handle their own luggage like in Europe. The security will be more open like in international travel. There will be ground personnel, closed circuit television and other security measures. HSR has a safety and security division team working on the details.
There is no change since the Barcelona incident in Europe?	No.
Can you describe the Mid-Peninsula Options under consideration?	Palo Alto, Redwood City, or Mountain View are possibilities. The location must be one that makes sense for users of the HSR corridor as a whole, not just for users

	within the Bay Area.
Is there a budget for grade separations?	HSR is partnering with Cities, Caltrain, PUC and other funding sources to help move the grade separations forward. There are 42 along the corridor. It would cost \$3-5 billion to do them all.
If all the crossings were grade separated would it help HSR trains go faster?	The regulations require the crossing to be separated anytime trains run 125mph or faster. HSR plan is to run at 110 mph.
Where will maintenance facility be?	HSR is talking with Brisbane. There will also be a facility in Gilroy.
Which piece of this comes first the Fresno piece or the San Francisco piece?	We have one team working both. There are two environmental documents but the intent is to move them along simultaneously.
How is the funding coming along?	HSR will be using Cap and Trade money, federal money and the Prop 1A bonds to fund the project. The HSR Authority is also seeking private partners but those are likely to come along after a significant public investment is made.
Will HSR be using the area next to Bellarmine to stage trains?	No.
Caltrain Update	
What is the Caltrain service today?	Five trains
Is everything (such as construction impacts) considered when calculating the GHG reduction calculations?	Yes.
Is electric a more reliable train?	In this case, the fact that it would be a new train improves reliability.
Why would the electric train stop faster?	<p>Post meeting Caltrain staff provided the following answer: <i>The following is paraphrased from the EIR.</i></p> <p><i>EMUs can achieve a higher deceleration rate due to the larger quantity of traction motors distributed throughout the train, and thus a higher contribution from dynamic braking is possible.</i></p> <p><i>In contrast, locomotives only have traction motors on the locomotive, and so dynamic braking contributes less to the overall brake rate.</i></p>

Where will the traction power stations be?	They are identified in the EIR. See Action items below for link.
With the General Plan growth of Santa Clara will the number of Caltrain and HSR trains be enough to serve all the growth? Santa Clara expects to grow by 30% in population.	Both of the agencies are planning for growth and hoping to provide as much service as can be accommodated along the corridor.
VTA Projects Update	
Are you looking at moving the Great Mall transit hub closer to BART Station?	The whole service is being looked at and how to make the best connections possible. We are looking at passenger convenience as well.
How are you getting community input? Is there a plan? How can we help get the word to our community?	We are working on a plan and can send you how and where we will do outreach. We will add that to follow up items.
Can we see the other LRT scenarios?	Yes. See Action items below for link.
Will the commuter express turn around in downtown?	Yes. It will not go north. There is very little through ridership past downtown San Jose.
IS VTA planning to use mobile devices more? Will my phone be able to give me current information about trips?	Yes. Technology will be a big part of the passenger experience.
How will a passenger get from BART to the Great Mall?	When BART first opens the people will need to walk across the street. However, VTA (with the City of Milpitas) is designing a pedestrian overcrossing (POC) to cross Montague Expressway. The project has funding for design. Additional funding is needed for construction, as the POC is not part of the BART Extension.
That POC sounds like a needed safety project.	We are looking for grants to get it fully funded.
Where will the POC land?	In a public plaza of a future transit oriented development fronting Montague Expressway.
Station Naming	
Common sense would say to keep the Santa Clara name. It is what Caltrain already uses for the station along with many other transit providers like ACE. We should not consider anything else.	Comment noted.
Maybe we could look at naming rights?	That is something the Ernst & Young team is looking at but currently BART does not sell naming rights to their stations.
Keep things as they are.	Comment noted.

I like Santa Clara.	Comment noted.
Only money would make me change my mind.	Comment noted.
Next Steps	
We should get an update on the whole station area plan at the April Meeting not just Mission Town Center.	We will amend the work plan.
What is the schedule for the pedestrian tunnel at the Santa Clara Station?	Construction will begin late summer this year and finish mid-summer next year.
Have you found a meeting place for the June CWG?	Jack Morash stated that VTA could use the meeting room at the Historical Railroad Society.
This room is small and stuffy. Maybe we should move the meetings.	Comment noted.

Follow-Up Items:

- Remove the proposed East West Station process item from the April CWG agenda.
- Add John Urban to the mailing list for the Downtown CWG so he can monitor the item and attend when it is being discussed at the next meeting.
- Research why electric trains stop faster. Answer is above, in Caltrain Update responses.
- Provide link to the Caltrain EIR so traction power locations can be identified.
http://www.caltrain.com/projectsplans/CaltrainModernization/Modernization/PeninsulaCorridorElectrificationProject/FEIR_Release.html
- Send link to the TRIP outreach plan when developed.
- Send link to the three LRT scenarios.
 - Information on the three LRT scenarios is provided in Item 13 of the post Citizens Advisory Committee (CAC) Agenda from 2/10/16:
http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/cac_021016_packet.pdf
 - Additionally, powerpoint slides containing the three scenarios have been posted on the CWG website under Phase II CWG Links as “Next Network Light Rail Service Plan Presentation.”
- Amend work plan to have Station Area update not just Mission Town Center for April meeting.
- Coordinate with Historical Society on meeting location for June and possible other meeting dates.

Prepared by: Eileen Goodwin, Apex Strategies

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