



Solutions that move you

Downtown/Diridon Community Working Group Meeting

Date of Meeting: April 24, 2018 (4:00 p.m. to 5:30 p.m. Followed by TOD Community Workshop)

Attendees:

Members in Attendance: Alan Williams, Deborah Arant, Andrew Tubbs representing Bert Weaver, Jim Goddard, Adina Levin, Scott Knies, and Jaclyn Tidwell

Members not in Attendance: Asn Ndiaye, Charlie Faas, Bruce Friesen, and Eddie Troung

Other Speaker Attendees: Jill Gibson (VTA), Aaron Quigley (VTA), Gretchen Baisa (VTA) and Dennis Kearney

Project Team in Attendance: Erica Roecks (VTA), Karen Gauss (VTA), Tyla Daries (VTA), Gretchen Baisa (VTA), Samantha Swan (VTA), Adriano Rothschild (VTA), Ronak Naik (VTA), Ahmad Qayoumi (CSJ), Tim Rood (CSJ) and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance:

Location: Dr. Martin Luther King Library, 150 E. San Fernando St, 3rd Floor, San Jose CA

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow-up Items
- Phase II Update
- Government Affairs Update
- New Member Process
- Construction Education and Outreach Plan
- Transit Oriented Development Strategy and Access Planning Studies Update
- Review Action Items and Next Meeting Dates:

Next CWG Meeting:

Downtown/Diridon Community Working Group: June 12, 2018 City Hall Meeting Rooms
118 & 119, 200 East Santa Clara Street, San Jose CA

Key Issues/Comments/Questions:

Comment/Question	Response
Follow Up	
No comment noted	
Phase II	
Will Newhall Yard store on the surface?	Yes.
What is the parking plan for during construction? Where will the workers park? Where will commuters park at Diridon?	Construction parking will be handled through the Construction Transportation Management Plan, which is a component of the Construction Outreach Management Program. These plans will be developed with City Partners and other stakeholders over the next two years. We are working with our City partners on the interim parking VTA will be providing at Diridon as environmental mitigation.
How will Trammell Crow development impact this area and the parking?	As the Diridon Station Area is changing VTA will be working very closely with the City and stakeholders to coordinate interim parking.
There will need to be downtown parking mitigations developed. There should be a parking management plan.	Agree. That is part of the work plan you will see in the 2-year schedule coming up in a later slide.
FTA's EPD Pilot Program	
How would going into to Expedited Project Delivery (EPD) pilot program impact timing? When will VTA make this decision?	VTA staff is working on this. EPD is a pilot program that no agency has gone through before. Being in the program will not impact the date of BART being in revenue service, it would only expedite the Federal review process, which means that VTA could get a Full Funding Grant Agreement more quickly. VTA staff is working with FTA to understand if this pilot program is a good fit. We will report back at the next CWG on the progress.
Is Diridon TOD integrated into the Diridon Integration Station Concept Plan and not the TOD Strategy/Access Study?	The Diridon planning work is being conducted as a separate effort. However, the Diridon area context and background is being incorporated into the TOD Strategy and Access Planning.
When will federal funding be certain?	We are currently anticipating an Full Funding Grant Agreement (FFGA) from FTA in June 2020 under the traditional New Starts Program. We believe under the EPD program we may be able to receive the FFGA sooner.
How does the \$1.5b in our current funding	Currently, our funding strategy includes \$1.5 billion

plan align with the 25% cap in this new program?	from FTA under the New Starts program. The EPD pilot program has a 25% cap of federal funds which would reduce the federal share to \$1.2 billion. The gap is planned to be covered by projected RM3 funds you will hear about in the next presentation.
On the value capture topic. When will the real estate development estimate for value capture be updated in the Ernst and Young study that was completed in 2015?	We will research that as an action item.
So, if my math works out, we would be \$300m short by using this new funding pot? Where would difference come from?	Yes, your math is correct. That is why VTA has put BART Phase II in the Regional Measure 3 you will hear about next for \$375m.
Public Comments: <ul style="list-style-type: none"> • Slide 14 and 15 what grade does BART Facility Standard require? • Slide 18: Who changed the drawing of Diridon between draft and final EIR? • Slide 22 Don't understand chart. SAAG will create the answers around Diridon. Your budget is no longer \$4.7b it is \$6.6b 	<p>BART Facility Standards states "The maximum profile gradient is plus or minus 4.0 percent."</p> <p>As part of the Single-Bore Technical Studies, the horizontal/vertical alignment was optimized as shown in the Final SEIS/SEIR.</p> <p>Comments noted.</p>
Just to clarify, is \$6.6b in any VTA documents?	No, that number is not in a VTA document.
City staff: What is in it for VTA to do the EPD process?	FTA and VTA are exploring the benefits of the EPD pilot program. Potentially, VTA could receive the FFGA sooner.
Government Affairs Update	
It would be helpful to have a list of funding opportunities and their current status.	We will include the funding strategy and plan in future Phase II updates.
It would be nice to have pie charts comparing the two funding processes.	Comment noted. We will consider this as we learn more about the Expedited Project Delivery Program.
It seems that RM3 could be very helpful to the project and could help it especially if the SB1 is overturned in November.	Comment noted.
New Member Process	
No comment noted	
Construction Education and Outreach Plan	
What was the distribution radius of the postcard?	A ¼ mile along the corridor and ½ mile around stations.
Public comment: In London, mitigations were designed into their recent rail project during the planning and engineering phase. There were mitigations designed into the	Comment noted.

portal design. VTA should look into that.	
I appreciate the detail and effort going into this plan. The single-bore has never been done. We are all still trying to figure out the impacts that might occur. The VTA should still have a business interruption fund on the table.	Comment noted.
Transit Oriented Development Strategy and Access Planning Studies Update	
I see from your website that there are several workshops in quick succession – are they all covering the same topics?	Yes, we are holding the same workshop three nights in a row for the different station areas. The next set of workshops will be in September.

Follow-Up Items:

- Report back on EPD at the June CWG.
- Report back on real estate development valuation update timing

The funding strategy slide will be included in the next Phase II update.

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

CWG
Project Team
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