



## **Downtown/Diridon Community Working Group Meeting**

**Date of Meeting:** June 12, 2018 (4:00 p.m. to 6:00 p.m.)

### **Attendees:**

Members in Attendance: Asn Ndiaye, Charlie Faas, Deborah Arant, Bert Weaver, Jim Goddard, Adina Levin, Scott Knies, and Jaclyn Tidwell

Members not in Attendance: Alan Williams, Bruce Friesen, and Eddie Troung

Other Speaker Attendees: Jill Gibson (VTA), Gretchen Biasa (VTA), Dennis Kearney (VTA), Dennis Dornan (Perkins + Will), Alison Nemirow (Strategic Economics), and Tyler Wacker (Kimley-Horn)

Project Team in Attendance: Erica Roecks (VTA), Tyla Daries (VTA), Adriano Rothschild (VTA), Ahmad Qayoumi (CSJ), and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Tim Rood (CSJ)

**Location:** San Jose City Hall, 200 E. Santa Clara Street, Wing 118/119 San Jose CA

### **Summary:**

#### **The Meeting agenda included:**

- Welcome and Introductions
- Follow-up Items
- Phase II Update
- VTA's process for Station Naming
- Construction Education and Outreach Plan
- San Jose Diridon Integrated Station Concept Plan Update
- Transit Oriented Development Strategy and Access Planning Studies Update
- Review Action Items and Next Meeting Dates

### Next CWG Meeting:

Downtown/Diridon Community Working Group: September 11, 2018

City Hall Wing 118/119 Meeting Rooms 200 East Santa Clara Street, San Jose CA

**Key Issues/Comments/Questions:**

| <b>Comment/Question</b>  | <b>Response</b>   |
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| <b>Follow Up</b>   |   |
| No comment noted   |   |
| <b>Phase II</b>  |   |
| How much time will the EPD process save?   | Six to nine months earlier for funding approval.  |
| How does the 25% impact the project?   | The exact amount is a complicated answer. The amount from the EPD program is capped at 25% of the cost estimate at time of submission. If we use the previous cost estimate that is being updated it would be \$1.2b not the planned \$1.5b but of course we just got \$375m from RM3 so that could cover the difference. |
| Is EPD competitive program?  | No, it is not. If we are deemed to meet the criteria then we would receive the funding, which is another advantage.   |
| Are there other trade-offs? What is the new criteria?  | The criteria are not fully set yet. For example, the P3 aspect is not yet defined.  |
| Is the New Starts program capped as well?  | It is not but there is no guarantee that what we might ask for would be the amount we would ultimately receive. In previous cycles the ask did not match the grants.  |
| These are the same numbers we saw at the April meeting when would the new funding plan be finalized? RM3 should be our cushion.  | We now know RM3 funding exists. VTA is working on the new plan. You will get it as soon as it is available.   |
| Does the 25% increase if the costs increase?   | The 25% is calculated and capped when the Full Funding Grant Application goes in.   |
| Is there more detail on the P3 aspect?   | Not yet.  |
| When are New Starts applications due?  | June.   |
| It seems like we are missing out on two funding cycles. Is it because we are politically more likely to get funded by this EPD funding than the other? Why is this worth the wait?   | FTA thinks we are a good fit for EPD. It is not competitive, if we qualify we get the funding. The FTA has to make their funding decision within the first 120 days after we submit. The New Starts process has no similar timing requirement or certainty.   |
| VTA shouldn't think this is the administration that will be in DC in the future.   | Comment noted.  |
| Public comment: These numbers don't add up. One for FTA, one for right-of-way submission. Nothing will be resolved until Measure B is resolved which might involve going back to the voters. San Francisco delivered their last project 50% above their estimates. | Comments noted.   |
| Public comment: Any potential to count a   | Yes, we think so.   |

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| parking lot as part of the P3?   |  |
| Can we do both EPD and New Starts? Are we losing time?   | No, but VTA has negotiated with FTA that if EPD doesn't look promising we can go back into the New Starts process. The reports are the same and transferrable, so no time is lost under this scenario. |
| Has the Board approved EPD? Has there been Board action?   | The VTA Board is aware that VTA's BART Team is proceeding in this process. There is no Board action necessary.   |
| Will you come back to the CWG with the new funding plan with RM3, SB1 and everything in there?   | Yes.   |
| Does the current delay of opening Phase I impact anything in Phase II?   | No, we are not aware of any impacts.   |
| <b>VTA's Process for Station Naming</b>  | Comments below are noted.  |
| <b>Santa Clara</b>   |  |
| Is there an impact on naming to our funding decision?  | No.  |
| Need to remember this could be a connection to the Airport   |  |
| Santa Clara makes sense  |  |
| Friends of Caltrain are on record for thinking there is no need for this station and that if it was not built then funding would be saved. Therefore, there is no need to name it.   |  |
| <b>Diridon</b>   |  |
| Naming things after living people is never a good idea.  |  |
| This station needs to be renamed   |  |
| What criteria should we be using for this larger station?  |  |
| The public should be able to weigh in at some point.   |  |
| The Diridon name might stay on the historic depot but the station needs a bolder name to fit with the bolder image such as a Grand Central or San Jose Central Station or even a San Jose Diridon Central station with the San Jose name coming first. |  |
| How do we ignore the Arena? It is one of our destination jewels for downtown.  |  |
| I like San Jose Metro Station with Diridon as the name of a building   |  |
| One of the criteria is to consider the historic nature of the area. This station used to be called the Cahill Station. We should bring   |  |

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| back Cahill. Cahill was the original name. We should stick with historic.  |  |
| Cahill has no name recognition.  |  |
| There is no "Downtown" station for San Francisco. The concept of downtown is misleading.   |  |
| Don't call it Google, learn from SF's experience with Salesforce. Don't take money or let them pay to name something Google.   |  |
| Iconic names like Central or Union style names are better. That is what the Diridon area will become. I am curious as to why San Jose feels it has to name every station with San Jose as well. No other big cities do that. |  |
| Do not use "Silicon Valley" in the name.   |  |
| <b>Downtown</b>  |  |
| I don't want "Downtown San Jose." I think First Street or Market Street are better and good names.   |  |
| Is Market Street recognizable?   |  |
| Hotels are on Market.  |  |
| First Street has the Transit Center is that confusing?   |  |
| Downtown San Jose is fine. Market Street is fine as well. San Francisco has a Market Street is that confusing?   |  |
| Should we be thinking of the corridor, are there destination names at both ends?   |  |
| Santa Clara St/SJSU. San Jose State has 35,000 students and 6,000 faculty and administrators. It is by far the largest property owner.   |  |
| VTA already has a Santa Clara LRT Station  |  |
| City Hall is another landmark that should be considered.   |  |
| <b>Alum Rock/28<sup>th</sup></b>   |  |
| We cannot call it East San Jose and have San Jose station in every name.   |  |
| It is a neighborhood district.   |  |
| Single name is easiest.  |  |
| Short names are better for signage and maps.   |  |
| Public comment: San Francisco sold naming rights for \$100m. I have nothing against  |  |

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| Diridon Station as a name.  |   |
| Public Comment: Think about naming Downtown Station after 2 <sup>nd</sup> or 3 <sup>rd</sup> Street. Downtown is not a destination.   |   |
| Public Comment: Need to be careful about arena if a team leaves.  |   |
| Public Comment: In the larger context, Latin American countries use historic battles and name things after their revolutions. People will learn where things are despite the name.  |   |
| Public Comment: 4 <sup>th</sup> and King wouldn't be called AT&T Park, we need to keep that in mind.  |   |
| <b>Construction Education and Outreach Plan</b>   |   |
| You should look at doing a real estate factsheet that covers housing and TOD  | Suggestion noted.   |
| About outreach in general, Sharks are suing VTA because VTA didn't listen about the parking issue. There will be a loss of parking at Diridon. There will be real impacts due to construction on Santa Clara. There will be delays due to PG&E, City, engineering on single bore. This plan is lacking details and urgency. We are in a tough spot. Downtown conditions are different than at the other stations. | Comments noted.   |
| A factsheet on transit access during construction would be useful.  | Suggestion noted.   |
| <b>San Jose Diridon Integrated Station Concept Plan Update</b>  |   |
| How does this dovetail with the SAAG work?  | This concept plan covers the Station and within the station. The SAAG is looking at the area around the station. At some point they will need to be coordinated together. Each team is coordinating with the other, but their efforts are different. Google will also be part of the station area effort and has already begun to coordinate. |
| Public comment: The downtown division needs to align with naming.   | Comment noted.  |
| Public comment: Arcadis is not a problem but Benthem might be; VTA should look at others for the next phase.  | Comment noted.  |
| Is VTA open to relocating LRT?  | Yes.  |
| What is timing of streetscape mobility plan?  | There is no timeline yet.   |
| <b>Transit Oriented Development Strategy</b>  |   |

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| <b>and Access Planning</b>  |   |
| Who would take BART to LRT on First Street? LRT is so slow  | People headed to the County Building and other points north.  |
| Will the trail be Class 4?  | No that is Cycle track. Trails are Class 1.   |
| Will the study look at naturally affordable/older housing stock?  | Yes.  |
| What is timeline for revised value-capture opportunity?   | This is part of the Study's final phase, which will go from Fall 2018 to Spring 2019.   |
| Can you add electric bike/scooter to your consideration?  | Great idea. We can add that.  |
| Bike at 7% seems way too low.   | Comment noted.  |
| Wayfinding on the trails should be part of effort. The wayfinding on our trails has been weak due to the desire to minimize signage and keep things natural but this is a missed opportunity. They should be signed as part of the urban transportation network | Comment noted.  |
| Is Diridon in this effort?  | No, but is background to some of the analysis because it is part of the corridor that is being studied.   |
| What is the status of the corresponding Diridon effort? The City lead process at Diridon is not a good, organized or as comprehensive as this process.  | There is not a specific TOD study planned for Diridon Station similar to this effort, however access will be addressed as part of the Diridon Integrated Station Concept Plan and through the City's SAAG process with Google. The TOD Corridor Study would create strategies that could be adopted for other parts of the City, including Diridon. |
| There are curb management problems today, we have issues with DoorDash and others now. Can some of this work be implemented early? Please note in the meeting summary there is no City representative still in the room for this discussion.                    | The City is a partner in this effort and they control land use so it is up to them what they implement when, but hopefully some of these ideas can be implemented right away.   |
| What are the metrics and methodologies that are being used for Value Capture?   | We are in the process of developing some of that information as well as financial feasibility of some of the recommendations.   |
| Are you looking at publicly owned lands too? They are opportunity sites as well.  | Yes.  |
| Public comment: We are working on a world class effort at Diridon. As someone who attends the SAAG I think they are far ahead of the BART process already.  | Comment Noted.  |

**Follow-Up Items:**

- Provide link to the TOD Background Conditions report when available.

- Keep CWG members informed of station naming item on future VTA Board agendas opportunities.
- CWG members to get comments to Eileen on draft factsheets by June 29.
- Distribute new funding plan once developed.

**Prepared by:** Eileen Goodwin, Apex Strategies

**Distribution:**

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City Staff  
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