



**Downtown Diridon Community Working Group Meeting**

**Date of Meeting:** October 13, 2015 (4:00 p.m. to 6:00 p.m.)

**Attendees:**

Members in Attendance: Alan Williams, Bert Weaver, Adina Levin, Scott Knies, Deborah Arant, Bruce Friesen, Jim Goddard, Laura Tolkoﬀ, Charisse Lebron

Members not in Attendance: Eyedin Zonobi, Derrik Seaver

Other Speaker Attendees: Erica Roecks (VTA), John Ristow (VTA), Jim Ortbal (CSJ), Mike Smith (VTA), Jen Mayer (Ernst & Young), Krishna Davey (VTA), Tom Fitzwater (VTA), Sandy Stadtfeld (BART)

Project Team in Attendance: Leyla Hedayat (VTA), Brent Pearse (VTA), Kevin Kurimoto (VTA), Eileen Goodwin (Apex)

Project Team not in Attendance: Rosalynn Hughey (CSJ), Michael Brilliot (CSJ) Jessica Zenk (CSJ), Ray Salvano (CSJ),

**Location:** San Jose Chamber of Commerce, 101 W. Santa Clara Street, San Jose CA

**Summary:**

**The Meeting agenda included:**

- Welcome and Introductions
- Follow up items – (data requests, update on Envision and Regional Planning, Work Plan shifts and Schedule update) – Facilitator
- BART System Operation and Maintenance – BART Staff
- Project Status – Introduction to Phase II Downtown and Diridon station campus, features and process – VTA Staff
- Financial Update BART Phase II (including Board Workshop materials and research regarding on-line sales) – VTA Staff and Ernst & Young
- Review Action Items and Next Meeting Date (December 1<sup>st</sup>, 2015 4 p.m.-6 p.m.) – Facilitator

**Key Issues/Comments/Questions:**

Comment/Question	Response
<b>Follow up items</b>	
Request for transfer data at Phase II stations should include all stations not just	Team will give information in writing in the Meeting Summary for all Phase II Stations:

<p>Santa Clara Data</p>	<p><u>Alum Rock BART</u> 100% of the 1,691 transfers are to/from bus</p> <p><u>Downtown San Jose BART</u> 62 % of the 13,433 transfers are to/from bus 38 % of the 13,433 transfers are to/from LRT</p> <p><u>Diridon BART</u> 8 % of the 7,852 transfers are to/from bus 40 % of the 7,852 transfers are to/from LRT 52 % of the 7,852 transfers are to/from Commuter Rail</p> <p><u>Santa Clara BART</u> 72 % of the 7,530 transfers are to/from bus 28 % of the 7,530 transfers are to/from Commuter Rail</p>
<p>Provide Diridon Joint Policy Advisory Board Meeting dates on future “upcoming meetings” slides</p>	<p>The next meeting is December 18<sup>th</sup> at 3 p.m. at San Jose City Hall, Wing Room 120, 200 East Santa Clara Street, San José, CA</p>
<p><b>Schedule Shift</b></p>	
<p>Can VTA please identify joint development parcels?</p>	<p>Will show the parcels in the Project Update agenda item</p>
<p>Did schedule shift of environmental document reduce the time the VTA Board will have to make a decision?</p>	<p>No, all items have been shifted out so VTA Board has same amount of time to consider information in the document and will now make a station preference decision in summer not spring 2016.</p>
<p>Will the EIR consider the new VMT analysis for traffic in addition to the traditional LOS analysis?</p>	<p>Yes, both methodologies will be used.</p>
<p>Will the information in the Downtown Strategy Update be included in the VTA’s BART EIR as far as jobs, etc.?</p>	<p>No, the timing is off to be able to include that new information. However, the BART EIR will only clear joint development at a programmatic level not a project level so coordination with the Downtown Strategy can happen at the project level.</p>
<p><b>BART System Operation and Maintenance</b></p>	
<p>Will there be a maintenance facility at the end of the line in Santa Clara?</p>	<p>Yes, that is what VTA is planning.</p>

When you say you are responsible in your job for “infrastructure” does that include the riders and their experience?	No, VTA staff is the lead for planning, designing and building the infrastructure for the stations.
Is it necessary to have cross over tracks?	As an operator, you never seem to have enough cross over tracks. Yes BART needs them. They give the system its ability to react to changes and emergencies, and also to run more efficiently.
Is there a rule of thumb for how close or far apart the cross over tracks can be? The downtown cross over seems close to Newhall cross over.	The cross overs are planned around service needs. VTA is trying to optimize its placement of cross overs to increase its efficiencies during operations which will save money in the long run—not just capital but on-going operations funds.
Is VTA in charge of the decision on crossover placement or BART?	Both. VTA uses BART’s standards since BART will be the operator but because VTA will pay for the operations and the construction it has primary say in the design strategy provided BART standards are met.
As new BART cars are brought on where will they be used?	BART has not yet done testing on the cars so the full strategy on bringing the new cars on to the system has yet to be developed. There will be a plan—it is not developed yet.
Will there be better bike loading and storage with these new cars? Specific decals on door for where bikes should go?	Yes, that is the plan to make it easier for everyone, including bikes, to load and unload the cars that is why the new cars will have three doors not two and there will be a bike decal on the door of the bike cars.
Does BART use a cross over every day?	Yes, in the system there are many cross overs in continuous use to speed the efficiency of the lines. BART uses the cross overs everyday.
Can you speak to the costs associated with the Newhall Yard and the Santa Clara Station? Can you speak about the costs compared to other alternatives looked at?	VTA developed the alternatives and the costs. As a general rule maintenance facilities are best at the end of the line. This location is most efficient for starting the trains in the morning and for minimizing “dead head/non revenue/empty train” time and wear and tear on the vehicles. The station in Santa Clara was promised to the voters in the 2000 Measure A ballot measure and voters

	approved it so VTA plans to deliver on its promises. In addition, the FTA wants the most efficient system possible and looks for that in the many grant applications they receive.
During the scoping process I suggested that the crossover be relocated to east of the Diridon station adjacent to the Water Company. Why can the crossover not be at Dirdion?	The location for the crossover is finalized in consultation with BART operations. A crossover east of the suggested shifted Diridon station box can't be accommodated based on design requirements.
What is the closest yard to Hayward Yard?	There is a yard in West Oakland and another in Richmond that does a bit more. You can see the yard locations indicated by stars on slide 20.
In optimizing costs, are operating costs kept separate from capital costs?	VTA uses the FTA process for how to track costs. VTA will be providing the costs for both capital and operation as part of its New Starts Grant application. FTA used to have specific criteria for these costs but now they will just look at them as part of the whole application. It should also be noted that Berryessa as a temporary end of the line is providing a yard for storage and some maintenance consistent with the strategies we have been discussing.
<b>Project Status – Introduction to Phase II Downtown and Diridon station campuses, features and process</b>	
Directed to Downtown Association: Are you opposed to the cross over because of construction impacts?	Yes, cross overs are built with cut and cover and not a bored tunnel, therefore, it is a big trench in front of a lot of businesses for a long period of time of disruption. The hole will be more than one and a half blocks long. A station box is much smaller (400' compared to 1,300').
The box will be plated right?	Yes, we will go into a lot of detail at our December 1 <sup>st</sup> CWG meeting on this topic.
Please make the street names more legible on the materials related to the station campus information.	This will be an action item. Staff will make the type larger and try to fix all of the graphics with similar issues.
How many station entrances in downtown area?	There will be a minimum of three with the possibility of more depending upon exiting calculations and what is discovered in the access planning effort.
What is a construction staging area?	This is an area for the contractor to have

	an office, store materials, park, storage for equipment etc. it is typically fenced and locked.
Will Second Street be closed?	There may be temporary closures but it is the intent of VTA to keep the streets open during construction.
Why isn't the Mitchell Block identified as a joint development opportunity as part of the EIR?	Because VTA owns it now and it is already developed and could be developed today.
What is the expected construction duration?	Six years which includes utility relocation, however it won't necessarily be continuous work for the entire time. We will go into a lot of detail at our December 1 <sup>st</sup> CWG meeting on this topic.
Can you clarify why Chevron Station is different depending upon which station option is chosen?	Essentially its location is closer to the station in the East Option and more likely to have a permanent station entrance which makes it fall under the criteria for FTA to allow for joint development. In the West option it is identified to help temporarily construct the facility but not have a permanent structure or systems facility so therefore does not meet FTA criteria for joint development opportunity.
So VTA clears someone's private property?	Yes, if it is needed for the project.
Will VTA continue to run bus routes during construction?	Yes, prior to starting construction a plan will be developed to accommodate bus service during construction.
Can you define joint development?	It is really transit oriented development—development that support transit ridership such as residential, jobs – commercial & office are examples.
Does "joint" mean VTA is involved?	Not always, the joint development term is not intended to mean VTA in partnership with a private developer although it could be. VTA will optimize this development strategy after BART construction is complete.
Does this map indicate the Grocery Outlet site?	Yes, the Grocery Outlet has been identified as a joint development location for the East Station option.
In East Option Chevron is OK for development?	Yes, it meets the FTA criteria in that there is a sidewalk entrance planned adjacent to the Chevron.
Why is Mitchell Block shown in East	VTA owns it. It is large parcel and while

Option?	not close still useful in giving VTA flexibility for construction staging.
In the Diridon Station schematic, how far will it be to transfer between Caltrain and BART?	As close as possible. Conceptual design shows an entrance option between the side of the current bus transit center and the historic station. The riders will not have to walk the length of the map. There will be an intermodal study, led by VTA with the rail providers next year to optimize all of the various transfers (ACE, HSR, LRT, Caltrain, VTA Bus, and BART, etc.)
Does the orange indicate a wall? Can it be a joint development?	Actually it will be a structure that will be made to be attractive. VTA needs that entire footprint for system facilities.
Who owns all the lands around Diridon?	VTA, Caltrain and private owners.
When does the City plan to make a recommendation regarding the East versus West Option to City Council?	The City will write a letter during the circulation of the EIR in the summer, but will go to Council earlier in the process, probably late spring.
How does HSR get coordinated with?	Their team meets regularly with VTA and will be participating in the joint intermodal study.
Who is the VTA contact for the Diridon Intermodal Study?	Leyla Hedayat and John Ristow will be the VTA contacts. VTA will coordinate a meeting with the SAP Center before the draft environmental document is released.
<b>Financial Update BART Phase II</b>	
Can you clarify the RDA issue?	VTA did not assume that the properties in the RDA overlay in the revenue estimates. There may be a potential to add them if the stakeholders agree.
Can you explain the delta between the \$170M and the \$650M estimates?	We can bring back more information on the estimate assumptions and the process that would be necessary to add the RDA parcels.
Cap and Trade will be very popular and over subscribed. How critical is it that it is the only state funding in the pie?	Yes, it is currently the most likely pot of money from the state. However, the analysis did identify some “complimentary funding” strategies that might include state funding such as HSR.
In the on-line sales tax discussion, when you say Amazon is a top ten taxpayer do you mean in the County or nationally?	In Santa Clara county.
What is meant by more consistent?	The law now requires the big on-line stores over a \$1M in revenue to register so the county is seeing more sales tax returns

	captured than before.
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**Follow-Up Items:**

- Provide transfer data at Phase II stations for all stations not just Santa Clara— provide in meeting summary document and post on CWG website
- Provide Diridon Joint Policy Advisory Board Meeting dates on future meeting slides
- VTA/City to send City's developer forum information to the CWG members as soon as available so the CWG members can participate. Post meeting update from the City the forum is expected to be in January.
- Please make the street names more legible on the materials related to the station campus information.
- Leyla Hedayat and John Ristow will coordinate a meeting with the SAP Center before the draft environmental document is released.
- Provide additional information on the estimate assumptions related to the RDA parcels, how the \$380M delta can be recovered if RDA properties are included and the process that would be necessary to add the RDA parcels into various revenue capture mechanisms.
- Additional CWG meetings in December to discuss construction methods – Downtown/Diridon meeting will be Tuesday, December 1<sup>st</sup>. Other meetings on December 2<sup>nd</sup> and December 3<sup>rd</sup> so members can attend another group's meeting if the date doesn't work for you.

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

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