



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

**Date of Meeting:** February 7, 2017 (4:00 p.m. to 6:00 p.m.)

### **Attendees:**

Members in Attendance: Alan Williams, Adina Levin, Eyedin Zonobi, Bruce Friesen, Scott Knies, Laura Tolhoff, Deborah Arant, and Bert Weaver

Members not in Attendance: Victor Gomez and Jim Goddard

Other Speaker Attendees: Jim Unites (VTA), Brandi Childress (VTA), Jill Gibson (VTA), Tom Fitzwater (VTA)

Additional Project Team in Attendance: Leyla Hedayat (VTA), Jill Gibson (VTA), Kevin Kurimoto (VTA), Erica Roecks (VTA), Samantha Swan (VTA), Angela Sipp (VTA), John Ristow (CSJ), Jessica Zenk (CSJ), Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Rosalynn Hughey (CSJ)

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

### **Summary:**

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

- Welcome and Introductions
- Follow Up Items – Facilitator
- Work Plan Update – Facilitator
- Measure B Update – VTA Staff
- Next Network Transit Redesign Update – VTA Staff
- Embark! Community On-boarding plan for BART Silicon Valley – VTA Staff
- Project and Schedule Update – VTA Staff and City Staff
  - Technical Studies Update
  - VTA Process for Evaluating Options for Stations and Tunneling
  - City Process for evaluating proposed station options
  - Diridon Facilities Master Plan Update
- Environmental Document Public Circulation Update – VTA Staff
- Next Steps – Facilitator
- Review Action Items and Next Meeting Dates:

- CWG Meeting April 4, 2017 4 p.m.-6 p.m. Location: San Jose Chamber of Commerce, 101 W. Santa Clara St, San Jose – Facilitator

**Key Issues/Comments/Questions:**

<b>Comment/Question</b>	<b>Response</b>
<b>Follow up items</b>	
No comments or questions	
<b>Work Plan Update</b>	
Concern that fare setting discussion is slipping.	We will look into presenter options.
June BART Phase I Tour can be held earlier in the day.	We will look into a 2p.m. to 6p.m. window for the tour.
Include the Ad Hoc VTA Sub Committee August date ASAP for scheduling purpose	We will check with the clerk of the Board and provide as soon as possible.
Will updates on Diridon Station planning and HSR be on the CWG agendas?  Will updates on HSR?  Would like to follow-up off-line.	Yes, and there is an item later on today's agenda regarding master planning of the facility  HSR specific decisions do not impact BART, so those issues will not be brought to the CWG.  Fine.
HSR preferred alignment decisions do impact BART.	We are planning with both HSR assumptions accounted for. If they decide by April, then we can incorporate just the preferred.
One of the HSR options could severely change train storage options at Diridon.	Understood.
Community comment: The access planning is coming too late in the process	
<b>Measure B Update</b>	
Explain the two categories for Caltrain.	Electrification and grade separations.
It would be good to have a regular agenda item on Federal Funding given the change in administration and what is going on with Caltrain and HSR funding.	We will add it starting in April.
Community Comment: BART project can get up to 25% so \$1.5b or more.	Yes, BART is capped at 25% of Measure B funds.
<b>Next Network</b>	
Why is VTA fare box return so low? Need more information on comparisons to make the graphic more useful.	VTA has low ridership, charges low fares, and has high costs due to high cost of living in the area. Thank you for your comment about the graphic.
SJSU students are very dependent on VTA transit service. When surveyed, 20% of the students indicated they had no other way to get to school. Today, 33% of the students use VTA.	We have a meeting with you and others on Friday to discuss these topics in more detail.

<p>I am an Almaden Valley resident and am concerned about the loss of bus service down there in the new plan.</p> <p>VTA should be aware that many SJSU staff and faculty also use Route 120 and are concerned about the loss of that route once BART opens. It is not realistic to assume these Fremont residents will get on BART to transfer to the 500 to get to SJSU they are indicating they will drive.</p> <p>VTA should be smoother with transfers between routes and modes.</p>	
<p>With the 500 bus connecting to BART then DASH will no longer be the free transfer. While VTA to VTA transfer may be free you are not proposing VTA/BART or VTA/Caltrain have free transfers so this will cost people \$2-\$4 each time. Because that would be an interagency transfer perhaps RM3 can be a funding source. When BART went into San Francisco then the transfer fares were adjusted and it was worked out.</p>	<p>VTA/Caltrain transfers are free with a two zone or more Caltrain monthly pass. The BART to VTA transfer is discounted \$0.50 per current policy. VTA will be further studying interagency transfers in the near future.</p>
<p>These transfers need to happen seamlessly. No one bases their commute on which operator is involved.</p>	<p>Comment noted.</p>
<p>Is DASH on the chopping block?</p>	<p>The 500 will replace it. Most DASH riders ride free as transfers anyway. If the new fare policy goes in they will still ride free and there will be no impact.</p>
<p>True Caltrain pass users would ride free but event users would not. Someone coming for a concert or a game would be paying with one-day pass on Caltrain which would then require a new ticket for VTA's bus service.</p>	<p>Yes, as mentioned before, we are considering that.</p>
<p>Community Comment: When will this be implemented?</p>	<p>Along with new BART service late this year.</p>
<p>Community Comment: Webcast of Next Network meeting is on-line and available to take these comments there.</p>	<p>Yes.</p>
<p><b>Embark!</b></p>	
<p>How long would the BART ride be from San Jose to San Francisco?</p>	<p>Approximately an hour.</p>
<p>What is the message that VTA will be trying to get across? Will Clipper users and employers be target audiences?</p>	<p>At first, awareness and safety will be big themes. Then where you can get to with the BART service will be a big theme. Yes, VTA will reach out to both Clipper users and employers.</p>
<p>Community Comment: I want to veto this</p>	<p>Comment noted.</p>

item. BART faster than Caltrain. I do not want to have these kinds of items presented at the Phase II working group meetings anymore. There is too much to do on Phase II and it's a waste of valuable time when they only meet two hours every other month.	
<b>Project and Schedule Update</b>	
It is hard to make comments on the Draft SEIS/SEIR when the single-bore technical study is not finished and available for review.	The impacts of the BART Project are disclosed in the Draft SEIS/SEIR. The results of the single-bore study will not change the conclusions in the Draft SEIS/SEIR.
Was there any fatal flaw found in the BART meetings that would take away the single bore option?	No.
Is the City of San Jose participating in the studies?	The City is participating in the life safety analysis.
Sounds like risks also covers softer topics not just technical ones.	Yes.
Will either study look at utilizing the space between the tunnel and the street?	No, the tunnel options are located where they are vertically because the amount of coverage above the tunnel is needed for prevention of settlement. Of course, in single bore the vertical space is utilized off-set from the alignment at the stations.
When will the City of San Jose decide about their preferences?	On March 30 <sup>th</sup> , there will be a study session with Council. Prior to that, City staff will submit a comment letter into the the document with some preliminary thoughts. The final determination from the City may come in late spring.
Will San Jose be giving input on the construction and traffic circulation?	Yes, the City and VTA are coordinating on these issues.
Is it realistic to expect the risk assessment by June?	Yes, consultant interviews are being held this week.
When would the community first see construction?	The project is not fully funded. If there was a decision at the end of the year on the environmental document, then the earliest people would see major construction activities would be after the project receives the Full Funding Grant Agreement (FFGA) in 2019. Utility work would come first after the ROD in early 2018. But design and right-of-way activities would need to progress further before then.
If the original Diridon design (Diridon Station – South Option) impacts the proposed development, why is still in the document?	That is how the federal process works. VTA is not removing options just adding options in the environmental document. VTA could go deeper in the same location.
Community Comment: The original option is no good. Twin bore is no good. Maybe we	Comment noted.

need a new team.	
<b>Diridon Transportation Facilities Master Plan</b>	
Will retail space be considered?	Yes.
What are the assumptions regarding space and geography?	The consultant has not been given constraints. The needs are what need to be identified and the site is not assumed to be constrained in this effort.
This transfer by mode information is fantastic. Can you also look at bicycle transfers?	Yes, the study is looking at all access modes
Is how long it takes to make these transfers being considered? Is the security clearance time penalty being factored in?	Yes, looking at both.
The product is what? What do we receive?	A report with alternative programming scenarios and analysis.
Will both High Speed Rail options be studied (aerial and at grade)?	Yes.
This information will help foster greater mode share and will be important to help weigh in on final EIR decisions. This is helpful.	Comment noted.
Is the City considering this information as they make land use decisions around Diridon?	The middle part of the Diridon Specific Area Plan, the area immediately around the station is needed for construction of the station and the new services. This area will not be developed until much later. That said, the City is bringing on a development advisor to help inform the city about zoning and other items related to this area.
Are Lyft and Uber style services being considered?	Yes.
Community Comment: This should be looked at out beyond 2040 to 3000. These decisions will last a long while. What is the percentage rail to rail and what is the growth? Will that vision influence the near-term design?	The study's horizon year is 2040. The Master Plan is studying the current and future transfers including rail to rail and growth.
Community Comment: Stay away from High Speed rail's statewide model. The Fresno Station is not a model for Diridon. Stick to international examples and standards for platform heights etc.	Comment noted.
Will platform heights be factored into this study? There are logistical impacts.	This study is evaluating both at-grade and aerial HSR configurations. The study is taking input from Caltrain and HSR, but the study is not evaluating level boarding directly.
Can one of the alternatives consider level	We will take that back to the team and discuss with

boarding?	the transit partners.
<b>Environmental Document Public Circulation Update</b>	
No CWG member questions or comments.	

**Follow-Up Items:**

- Plan June BART Phase I Tour 2 p.m.- 6 p.m. or afternoon window.
- Check with Board Clerk on Ad Hoc meeting dates especially August Meeting and provide date to CWG members
- Add federal funding agenda item to future agendas starting in April.
- Add status of interagency transfer policy discussion to minutes.

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

**Distribution:**

CWG  
Project Team  
City Staff  
Distribution list