



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

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

### **Attendees:**

Members in Attendance: Alan Williams, Adina Levin, Charlie Faas, Scott Knies, Laura Tolhoff, Deborah Arant, and Bert Weaver

Members not in Attendance: Bruce Friesen, Victor Gomez, Jeffrey Buchanan, and Jim Goddard

Other Speaker Attendees: Mike Smith (VTA), Kurt Evans (VTA) Krishna Davey (VTA), Brandi Childress (VTA), Leyla Hedayat (VTA), and Tom Fitzwater (VTA)

Additional Project Team in Attendance: Kevin Kurimoto (VTA), Erica Roecks (VTA), Samantha Swan (VTA), Alex Shoor (VTA), John Ristow (CSJ), Jessica Zenk (CSJ), Ahmad Qayoumi (CSJ), and 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
- June Phase I Tour Details – VTA Staff
- Federal Involvement and Financial Update – VTA Staff
- Draft SEIS/SEIR Public Circulation Update – VTA Staff
- Single-Bore Technical Study Summary – VTA Staff
- Single-Bore and Twin-Bore Comparative Analysis Update – VTA Staff
- Diridon Transportation Facilities Master Plan Update – VTA Staff
- Next Steps – Facilitator
- Review Action Items and Next Meeting Dates:

**NEXT CWG Meeting:** Site Tour June 13, 2017 12:30 p.m.-3:30 p.m. – Location: VTA Block parking lot—also called Jurors Parking, 64 North Market Street in San Jose.

**Key Issues/Comments/Questions:**

<b>Comment/Question</b>	<b>Response</b>
<b>Follow up items</b>	
No comments or questions	
<b>June Phase I Tour Details</b>	
How many bikes can the tour bus accommodate?	The bus can accommodate two bikes. In addition, bikes can be locked up near where the bus will be picking you up. There will be a first come first served reservation for the two bikes on the bus.
Please add to the tour elements regarding bike and pedestrian access.	We will.
Will we still be having the CWG meeting that day at 4 p.m.?	No, the tour is instead of the meeting.
<b>Federal Involvement and Financial Update</b>	
Friends of Caltrain have been communicating with our local delegation about the issues in Washington. Friends of Caltrain are also working the national network of transit advocates and calling on elected officials from other areas to get support for Caltrain electrification.	Good to know. Thank you.
If something gets authorized can the congress or President still hold up the funding?	If funding is authorized by Congress then it must be allocated and the staff are required then to spend it. However, sometimes there is a slow down in the process.
Are there any risks with our delegation?	No.
Will Governor still pursue Cap and Trade fixes if SB 1 passes?	Yes.
For RM3, what are VTA's priority projects?	The Board has not yet set priorities. We can advise you of the process when one is set.
Friends of Caltrain are standing on platforms to intercept ACE, Capitols and other riders to get their advocacy for the transit funding. Friends of Caltrain are reaching out around the Country as well.	Good to know. Thank you.
Will VTA be starting the construction of BART even if it does not have all the funding? I hear you say the FFGA is not expected until 2020 cycle but construction is supposed to start sooner. Please clarify.	The VTA Board has BART as its number one project and has instructed staff to keep going to open Phase II by 2026. To meet that schedule, VTA must prioritize early construction activities starting with local funding.
Is the New Starts funding assumed in the funding plan?	Yes.
Public comment: Does the passing of a sanctuary state status impact the funding?	Our research has shown that legally the federal government can only hold back funding related to the sanctuary issues not unrelated funding on

	transportation. There would need to be a nexus to withhold the funding and we do not see one.
<b>Draft SEIS/SEIR Public Circulation Update</b>	
Will there be a discussion of traffic circulation during construction for bicycle and pedestrian access? Did anyone ask for that to be disclosed?	Yes, there will be a discussion of circulation issues for all modes in the final document.
When will the document be available?	October depending on approval from FTA.
Public comment: Will there be a separate discussion and document for the Diridon Station?	VTA's BART document discloses massing and the station access.
What is the schedule for the decisions and the document?	August 14 <sup>th</sup> Ad Hoc committee will consider staff recommendations on the various options still in flux (Downtown Station, Diridon Station and the tunnel methodology). Then the full VTA Board will consider this same set of options and make a decision at their September 7 <sup>th</sup> Board meeting. The document will be released in October. The approval of the environmental document is expected at the November 2 <sup>nd</sup> VTA Board meeting and it will go to BART's Board after that for concurrence.
So, the City of San Jose needs to get their recommendations in by June?	Yes. There is nothing scheduled for the City Council yet, but they're looking at June.
<b>Single-Bore Technical Study Summary</b>	
Would there be differences between the methodologies that will show up in operations costs?	Yes, the tunnel being deeper would mean longer escalators, elevators and the footprint is bigger which is more to maintain. This will be discussed in the comparative analysis.
With the stations off to the side, does that mean there is minimal impact to the street?	Yes.
What about the rider experience? Is that a consideration?	Yes, very much so. Rider experience is important and is a criterion that will be used when we go to the VTA Board for a decision.
Will VTA need additional right-of-way for the downtown station if the single bore is chosen?	VTA already owns the proposed downtown station entrance location it is the VTA Block on Market Street.
When will the Study information be available?	At the end of April.
Where does the tunnel go underground?	On the east side of Route 101 near Berryessa and over towards I-880.
When did Barcelona's station open up?	About 3-4 years ago.
No other system has put stations in the tunnels?	No, not yet. This technology is relatively new. Many operators are looking at it and in discussions with other systems they have said they wish they had the opportunity to look at the single bore station

	when they were planning their system.
What criteria does FTA use? Does the cost play a large factor?	It use to. We can bring an update to the CWG on FTA scoring criteria. The current criteria is more balanced in what it is scoring.
Public comment: When the side by side transitions to stacked the system's ventilation system is compromised. This should be a fatal flaw. Value capture is something VTA should be considering. The community must have the ability to build up over the stations or valuable real estate will be wasted.	Comments noted.
<b>Single-Bore and Twin-Bore Comparative Analysis Update</b>	
Where and how does the analysis take into account impacts on residents and businesses? And the tearing up of the LRT tracks?	Yes, the analysis will look at construction impacts on the LRT system and the community. That information will be presented to the VTA Board as part of the decision making process.
Will these answers all come at one time?	Yes, that is the plan.
Single bore looks great. Dual bore looks like a horrific construction impact. Did VTA consider that when placing stations?	VTA is looking at the best place in the long-term for the stations to be located. All stations will have some short-term construction impacts but VTA needs to take the long view on what is best for the overall system.
Will cost of maintenance and rider confidence be in the comparison report?	Cost of operations and maintenance is part of the report. VTA is making a safe system no matter which tunnel option is chosen.
In the conceptual rendering the fare gates seem very far from the platform. There should be opportunities for non-riders to access the future retail that might be in the station.	The rendering is conceptual. VTA does want to maximize the opportunity for the retail to succeed. BART has indicated that they do have issues with the homeless camping out in the station because there is no requirement in some stations to pay the fare until someone is very close to the platform. So there are trade-offs.
These workshops and discussions do not seem to have a public involved.	Yes, that is accurate. VTA is working with subject matter experts such as the Fire Marshall and other stakeholders to inform the process.
It seems that the public and VTA are really warming up to being the first single bore station system in the US but we do need to be aware of concerns.	Comment noted.
Will the City of San Jose have a recommendation?	They are part of the process and we do expect the City to weigh-in on their tunnel methodology preference.
Public comment: In London, there is 12 miles of track with stations that did not	Comment noted.

require cut and cover construction. Washington DOT also had a good experience but I cannot find any material on-line.	
<b>Diridon Transportation Facilities Master Plan Update</b>	
I notice the mode split information slide doesn't show any ped/bike info. Can that be shared with the group.	Yes, please see "Diridon Station Boarding Riders – Comparison of Access Modes" slide attached to the end of the meeting notes. In addition, we have provide an updated "Future 2040 Transit Transfer Flows" slide as we received more refined data since the CWG meeting.
How big is Diridon now in square footage?	The existing historic Diridon station area is approximately 25,500 square feet.
Exciting to see the opportunities at Diridon and all of the transfer potential. It would be even better if all of the operators would use the same fare-paying system and that system was streamlined. That should be the goal.	Agree, comment noted.
Who is doing the parking study?	AECOM.
Is this study for construction impacts or the long-term parking needs?	The AECOM work is long-term focused. The construction impacts and mitigation effort is a joint project also with the City of San Jose working with the High Speed Rail, Caltrain and VTA to identify sites. There will be a presentation on this topic at the June Diridon PAB meeting.
Public comment: The massing slide has many flaws. There are issues with the current depiction.	That slide does not show a plan just some ideas please do not focus on it as if it were a real design. That was not its intent.
Public comment: Is SAP involved with the parking discussions?	Yes.
Public comment: Does the study look at both Diridon Station options?	It does.
Public comment: I hope these efforts do have some bearing on the outcomes.	Comment noted.

**Follow-Up Items:**

- Follow up regarding bicycle capacity on bus for tour.
- Include tour of the multimodal access to the new stations as part of the tour.
- Provide information regarding the process VTA will use to establish its RM3 priorities.
- Add a tutorial on FTA criteria to a future agenda.

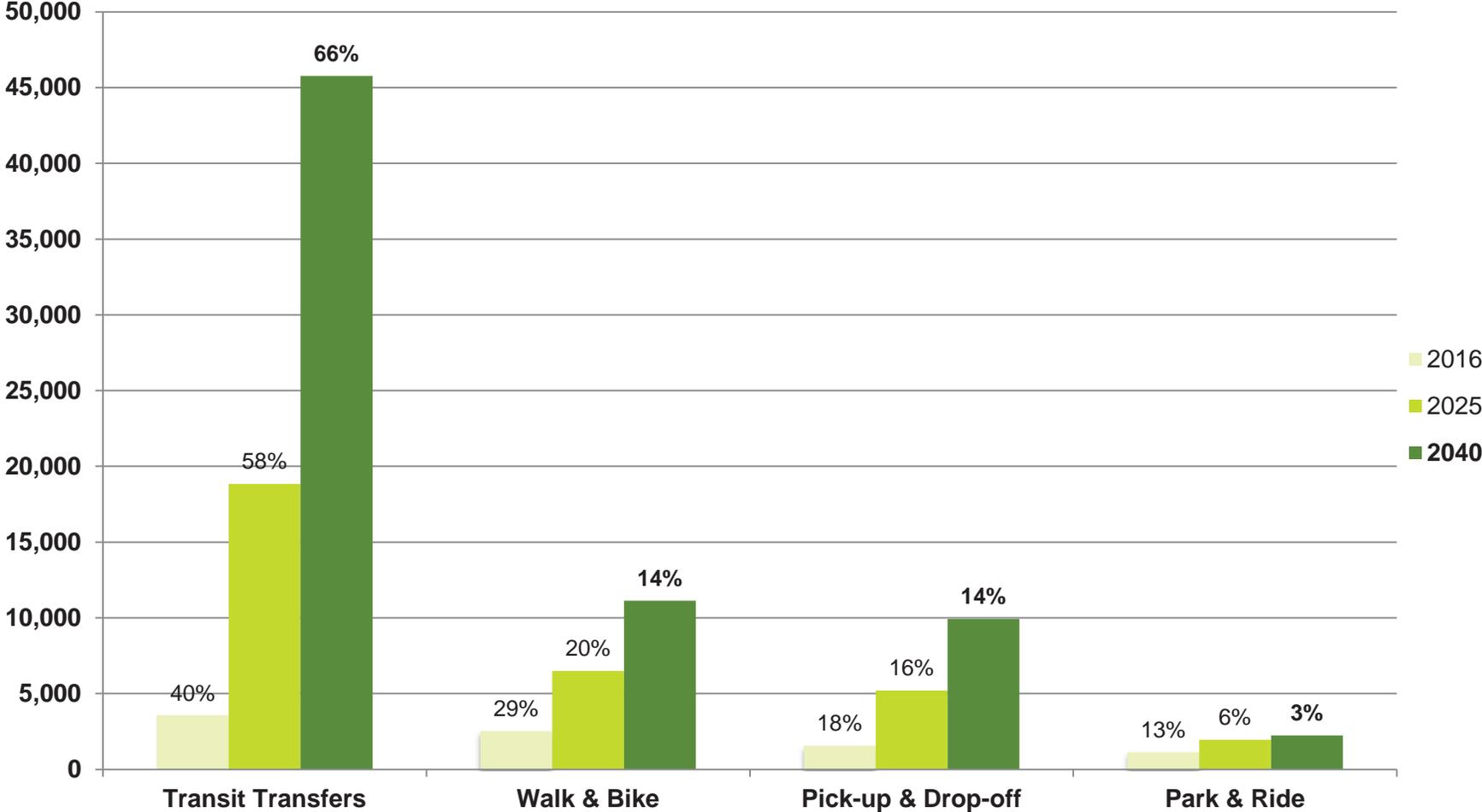
**Prepared by:** Eileen Goodwin, Apex Strategies

**Distribution:**

CWG  
Project Team  
City Staff  
Distribution list

# Transit Levels Update

Diridon Station Boarding Riders – Comparison of Access Modes



# Future 2040 Transit Transfer Flows

