



Solutions that move you

Downtown/Diridon Community Working Group Meeting

Date of Meeting: November 13, 2018 (4:00 p.m. to 5:30 p.m.)

Attendees:

Members in Attendance: Jeffery Buchanan for Asn Ndiaye, Larry Clark, Charlie Faas, Bert Weaver, Dana Grover, Alan Williams, Derrick Seaver, Jaime Fearer and Nicole Soltanov for Teresa Alverado

Members not in Attendance: Chris Morrissey, Bruce Friesen, Adina Levin, Matt Quevedo, Deborah Arant, Jim Goddard and Eddie Truong

Other Speaker Attendees: Jill Gibson (VTA), Mark Ramsey (VTA), Gretchen Baisa (VTA), Dennis Kearney (VTA), Adriano Rothschild (VTA), Ron Golem (VTA), and Adam Dankberg (Kimley Horn)

Project Team in Attendance: Erica Roecks (VTA), Charla Gomez (CSJ) and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Eric Eidlin (CSJ)

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

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow-up Items
- Phase II Update
 - Station Naming
- Construction Education and Outreach Plan
- Diridon Station Integrated Concept Plan
- Real Estate Planning Process
- Transit Oriented Development Strategy and Access Planning Studies Update
- Review Action Items and Next Meeting Dates

Next CWG Meeting:

Downtown/Diridon Working Group: February 5, 2019 4:00-6:00 PM – Location TBD

Key Issues/Comments/Questions:

Comment/Question	Response
Follow Up	
No comment noted	
Phase II	
When will we know more about whether there is a lawsuit about Proposition 6?	There are no longer any legal threats to TIRCP since the Proposition 6 vote. Other aspects of Proposition 6 (bridge tolls) are still under potential litigation, but the TIRCP funds are available and currently being distributed to qualifying projects. \$750 million of funding is committed to this project. VTA will receive the funds over the next several years.
If we don't get moved forward in EPD then would we go back into New Starts?	Yes.
What would the P3 look like?	We don't know yet. It will likely be related to our joint development opportunities. We do not need to have it more finalized until the spring 2020 submittal to FTA.
Can you give a Sharks lawsuit update?	No. We do not have that information.
Will FTA give VTA guidance in 2019 before the formal submittal?	Yes, that is the expectation.
Is EPD stall capped at 25%?	Yes. We do not know the exact number because in 2019 the team will be updating the cost estimate for the Phase II effort.
Public Comment: The 25% is not the 33% that you need. The 33% number is the current funding gap.	We have additional funds to help us close any gaps such as RM3 (\$375m), which was not in the original funding plan. The cost estimates and funding plan are being updated for the FFGA application. We will share with the CWG.
Public Comment: Will FTA give you the money - Phase I is behind schedule and one of the criteria is to successfully deliver and operate a project. How can VTA say it can meet this?	By 2020 Phase I will be open and operating. Also, VTA has delivered many LRT projects.
Is VTA only looking at P3 for stations?	Everything is on the table currently.
Station Naming	
San José State has been part of the community for over 160 years. It is the largest employer, largest destination, largest single property owner at 90 acres. We should be recognized. Also, I do not see 1 st or 2 nd Street as good options because there	Comments noted.

are no destinations on those streets. Market Street, while it has issues as a name because of San Francisco's Market Street, is what people use to go to the Convention Center, the Fairmont, the park, the Cathedral and other destinations.	
I like Downtown San José as a name. It is logical. That name encompasses everything. There is no confusion.	Comment noted.
Market Street needs wayfinding today. Market Street is the business hub. Market Street signals business activity. The SJ Downtown Association Board does not want it to be called "Downtown San José" because we want downtown to grow to both the east and west.	Comment noted.
I like the number streets. That makes sense. We should use the number street closest to the entrance/exit as it's easy to figure out if not familiar with the city.	Comment noted.
Public Comment: I strongly suggest that SJSU not be used as it is not at 1 st Street but at 4 th Street. We should look to bring back the entrance on 4 th Street so we can use the SJSU name as was in the earliest plans for the project. We should have an entrance in front of City Hall.	Comment noted.
Field Investigations	
Are the results what you were expecting?	Yes.
Public Comment: At Diridon the south alignment changed between the draft and final environmental document.	Comment noted.
Construction Education and Outreach Plan	
The Alameda Business Association would like a briefing	VTA would be happy to schedule you a briefing.
Real Estate Planning Process	
Is the taking of the gas station really necessary?	We are looking into that. If we end up needing it, it will be temporary, and we will lease the area for fair market value and then give it back to the owner.
Is the relocation plan based on the environmental document?	Yes, there was a presentation to this group at the last meeting. Review the PowerPoint from September 2018 for more information.
Will you buy the right-of-way for the tunnel?	Yes.
What about vibration?	That is all disclosed in the environmental document.
Public Comment: Draft SEIS/SEIR showed	Comment noted.

BART Diridon south of Santa Clara St. Final SEIS/SEIR shows it under Santa Clara St. How will VTA integrate BART Diridon into Caltrain Diridon?	
Diridon Integrated Station Plan	
I am excited about this. When will we know what it will look like?	We won't know about the architecture for a while yet. We are working on the operator requirements now. Next spring, we will share some scenarios, then we will pick a preferred scenario. Then some of the architecture will get more refined.
What is the scope of the preferred scenario?	The scope is the immediate station area. We are considering integration into the surrounding neighborhood.
What about funding and operations?	That is part of the effort, and there haven't been any decisions brought forward yet.
We need to make sure this effort is transparent with the public, especially if it is thinking about tax increment financing.	Comment noted.
Transit Oriented Development Strategy and Access Planning	
People cut through SJSU today because it is safe. Is that something the University wants to encourage? Bikes? Scooters?	SJSU representative: We have an open campus. We do not want to encourage scooters or bikes on pedestrian trails or sidewalks. They should stay to the streets. SJSU supports bike lanes on streets.
We want lots of good wayfinding. There is a lack of good way finding in San José today. It should be obvious how to get to SJSU, the convention center, the Fairmont etc.	Comment noted.
There should be better wayfinding on and through the campus, too. We support pedestrian improvements, leading pedestrian interval signals, What about automatic recall of lights? We support bulb outs, curb extensions, etc. The City should consider no right on red. We need more bicycle accommodations on Santa Clara Street too.	Comments noted. The City is working on a plan to address these issues as well.
The ideas you are showing on Santa Clara Street should be carried east all the way to 28 th Street.	Comment noted.
Are there are discussions to accommodate bikes on Santa Clara Street?	Not at this point. The City will have an update on its Downtown Transportation Plan at the February CWG meeting.

Follow-Up Items:

- Keep CWG members informed of station naming item on future VTA Board agendas opportunities.
- Distribute new funding plan once developed.

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

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