



Downtown-Diridon Community Working Group Meeting

Date of Meeting: November 12, 2019 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Teresa Alvarado, Larry Clark, Charlie Faas, Jim Goddard, Dana Grover, Scott Knies (on behalf of Michelle Azevedo), Adina Levin, Chris Morrisey, Asn Ndiaye, Nikita Sinha, Bert Weaver, and Alan Williams

Members not in Attendance: Carol Austen, Elizabeth Chien-Hale, and Eddie Truong

Other Speaker Attendees: Gretchen Baisa (VTA), Jill Gibson (VTA), Marcy Kamerath (VTA), Jeremy Nelson (VTA), Aaron Quigley (VTA), and Erica Roecks (VTA)

Project Team in Attendance: Kate Christopherson (VTA)

Project Team not in Attendance: Eileen Goodwin (Apex Strategies)

Location: San José City Hall Wing Rooms 118/119 in San José

Summary:

The meeting agenda included:

- Welcome and Introductions
- Follow-up Items and Draft 2020 Work Plan
- CWG Member Report Out
- Government Affairs
- Phase I Update
- Phase II Update
- Construction Education and Outreach Plan
- Design Development Framework
- Review Action Items and Next Meeting Dates

Next CWG Meeting:

February 11, 2020 4:00-6:00 p.m.

City Hall Wing 118/119 Meeting Rooms, 200 E. Santa Clara Street in San José

Key Issues/Comments/Questions:

Comment/Question	Response
Follow-Up Items & Draft 2020 Work Plan	
No questions or comments.	
CWG Member Report Out	
A lot of my neighbors are asking me when Phase I will open. Many also expressed frustration when they heard Phase II won't be done until 2030.	Comment noted.
Disappointed that at the VTA Board Workshop that there is one station entrance for the Downtown San José station.	We will be discussing that tonight.
Government Affairs	
We're applying for FTA's Expedited Project Delivery (EPD) Pilot Program, right? Does the fact that Congress hasn't passed continuing transportation funding legislation affect the \$125 million allocation VTA learned about in August?	Yes, VTA is still planning to submit an EPD application for a full funding grant agreement. No, this doesn't affect our allocation. That was done in Fiscal Year 2019. This new legislation would affect Fiscal Year 2020.
The EPD funding amounts Congress is discussing don't add up to what this project needs (\$1.4 billion).	Correct. VTA will be asking for a multiyear funding agreement. These numbers only reflect amounts under consideration for Fiscal Year 2020.
Do we need to tighten the \$1.4 billion amount before construction?	The current transportation funding bill, the FAST Act, needs to be extended for VTA to get a multiyear funding agreement.
Is there anything coming down at the state level?	SB1 program guidelines will be done in the spring. They will then open for applications.
Phase I Update	
Any reasons why the San Francisco fares are different than the others listed?	Good catch. That was user error. The fares will be corrected on the presentation that goes on the website.
When will the pedestrian bridge over Montague Expressway be done?	It is being constructed in one piece and dropped into place in Summer 2020.
Since VTA won't have reserved parking, will the parking app show how many spaces are available?	No. VTA built enough parking to anticipate needs for the first 10 years, so there should be enough parking. VTA will fluctuate parking rates to control demand.
Will we have to pay for parking on weekends?	Yes.
MTC kicked off a fare integration business case study. Their goal is to create fare structures that are fair and make sense. This will be going on over the next year. Can staff share this information with this group?	Comment noted. Kate can distribute the information to the CWG when it is available.

Will the 2019 transit service plan and transit centers open on December 28 even if BART service doesn't start?	Yes, the transit centers are opening on December 28 no matter what. If BART service does not start on the same day, express route 181 will continue to operate until BART service starts.
For the frequent bus routes, what will their frequency be?	Rapid routes will depart every 15 minutes or better.
Is there a contingency plan if BART service doesn't start on December 28?	Yes. Express route 181 will continue to go to Warm Springs/South Fremont BART station until BART begins service. Rapid route 500 will be truncated between SJSU and Diridon along Santa Clara Street until BART service starts.
BART charges \$100/month for parking. Is there a reason why VTA is only charging \$50/month? I think it makes sense to mirror what BART charges.	VTA parking is different from BART parking – VTA doesn't have any reserved parking spaces. This is the starting fee for a monthly parking permit. VTA will adjust parking fees to meet demand in the future.
Has VTA polled Route 181 passengers on what they will do once that route is discontinued? SJSU students that use this route may not take BART because it's too expensive. Fifty percent of SJSU students already use VTA. We don't want this rate to go down.	VTA's service planning team is thinking comprehensively on the 2019 New Transit Service Plan. We can ask them about this.
Samtrans is doing a student pass pilot program, and so far, it has been successful. They're looking at lessons learned and how they can fund this long term.	Comment noted.
Phase II Update	
Is VTA discussing development plans with Google?	Yes, VTA is collaborating with Google on their development. For property acquisition, VTA already owns the land where the Diridon BART station will be.
The Downtown San José and Diridon BART stations are on Santa Clara Street. How will pedestrian and bicycle crossings look? Will there be any pedestrian bridges?	VTA is working with the City to create safe pedestrian and bicycle crossings. There has already been one workshop on this about the Downtown San José station. VTA takes access to these future stations very seriously, which is why we discuss it at every one of these meetings.
[Public] The 28th Street/Little Portugal CWG has not discussed a pedestrian bridge. We are focused on the Five Wounds Trail.	Comment noted.
The possibility of an entrance on the south side of Santa Clara Street was discussed at the September 20 VTA Board Workshop. The side-by-side tunnel configuration allows a south entrance. The 2018 Final	The 2018 Final SEIS/SEIR included entrances on the south side of Santa Clara Street for the twin-bore tunnel option, not single-bore. Staff heard the VTA Board members and are exploring the feasibility of an entrance on the south side of Santa

SEIS/SEIR showed a south side entrance. Why are the figures in this presentation not including a south entrance? It's important VTA engage with the community as they consider a second entrance on the south side of Santa Clara Street.	Clara Street currently with the City.
Will the engineering work being done to explore the possibility of a second entrance sync up with the engineering being done to progress the overall project to 10 percent design?	It's being done in parallel. VTA would need to get the south entrance environmentally cleared first before it can be added to the project.
Does the side-by-side tunnel configuration allow vent facilities to be in the tunnel? Why does VTA still show ventilation needs at the surface?	It's true we can put some of the ventilation facilities in the tunnel with the side-by-side configuration, but the air still needs to come up to the surface.
If the project cost goes up, can VTA ask for a larger amount from FTA?	It depends. Once we have reached 10 percent design we will be able to update the schedule and cost estimate. The new cost will be used to determine the ask of FTA. Remember, we can only request 25 percent of the overall project cost.
It seems VTA still has time to finish the south entrance exploration and include it in the 10 percent design.	The south entrance possibility cannot be included in the 10 percent design because it would need to be environmentally cleared first.
Diridon has a note about north access. Can you say more about this?	VTA can include temporary knock-out walls, so in the future when funding is available, additional entrances could be added.
When SAP Center has events, they close Santa Clara Street. While it would be nice to have an additional Diridon entrance on the north side of Santa Clara, it's still possible to safely cross without one. This is not the case for the Downtown station.	Comment noted. Staff are evaluating a second entrance on the south side of Santa Clara Street, and we will bring our findings back to the board, who will decide on this issue.
For the Santa Clara Station, please add Avaya Stadium to the map. What will access be like from that station to Avaya?	Comment noted. We agree that access to Avaya is important. As the design is advanced and we have more specific details to share, we will do so.
What lessons did VTA learn from Phase I?	VTA underestimated the time it would take to test and configure everything with BART. We were optimistic and didn't understand how long it would take.
Is there TOD planned for the land west of 28th Street? If so, what will crossing be like from that development to the 28th Street/Little Portugal Station?	VTA does own the land west of 28th Street. VTA is still determining what will go there.
[Public] The Five Wounds Trail will be on the west side of 28th Street.	Comment noted.
Is there a map that shows the tunnel	Yes, such a map exists in the 2018 Final

alignment and parcels? I'd like to know if the tunnel will be underneath my business.	SEIS/SEIR (environmental document). We will share that with you and highlight your property.
It's great that the City is having the developer add bike lanes on Brokaw and Champions Way, but Coleman is not safe for bicyclists.	Comment noted.
Is VTA considering using funds from TOD to fill capital cost gaps?	Yes, it is a possibility.
Will VTA need to ask the VTA Board for more 2016 Measure B funds?	We will update our cost estimate after we complete 10 percent design. If it does increase, we will consider all options.
Staff should look at national and international standards for pedestrian crossings. Pedestrian bridges can be unsafe because some people won't use the bridge and cross at-grade anyway, and the drivers won't expect them.	Comment noted.
Can staff please share details on the Industry Forum?	Details for VTA's Industry Forum on February 11, 2020 can be found using the following link: https://www.eventbrite.com/e/vtas-bart-phase-ii-industry-forum-tickets-76347775251
Construction Education and Outreach Plan	
The VTA Board talked a lot about construction at the September 20 workshop. If VTA doesn't get this right, there won't be any businesses around once BART opens. VTA may not have the right framework for small business yet. More work is needed.	Comment noted.
Design Development Framework	
The City of San José is considering changes to their affordable housing policy. Will TOD on VTA parcels match whatever results from this or stay with what is currently recommended?	Any TOD on a VTA-owned parcel will comply with VTA's adopted Affordable Housing Policy, which currently requires greater affordability than current city policies.
How will value capture revenues be used from TOD?	The TOCs Strategy Study explored a variety of potential uses for value capture revenues. The Cities are ultimately the implementors of value capture districts and would decide what the revenues would go towards. VTA can recommend certain uses to the Cities.
BART is an expensive program. We need to have a serious conversation about how value capture will be used.	Comment noted. Staff can set up time to discuss value capture further.

Follow-Up Items:

- Update the BART fares listed in slide 23
- Connect with VTA's Service Planning team to share the idea of surveying route 181 passengers on what they plan to do once the route is discontinued
- Share Industry Forum details – link above
- Share MTC fare integration information when available

Prepared by: Kate Christopherson (VTA)

Concurred by: Eileen Goodwin (Apex Strategies)

Distribution:

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Project Team
City Staff
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