



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

**Date of Meeting:** February 11, 2020 (4:00 p.m. to 6:00 p.m.)

**Location:** San José City Hall, Wing Rooms 118/119, San José

### **Attendees:**

**Members in Attendance:** Teresa Alvarado, Carol Austen (in audience for part of meeting), Larry Clark, Elizabeth Chien-Hale, Charlie Faas, Jim Goddard, Scott Knies (on behalf of Michelle Azevedo), Adina Levin, Chris Morrissey, Bert Weaver, and Alan Williams

**Members not in Attendance:** Dana Grover and Nikita Sinha

**Other Speaker Attendees:** Gretchen Baisa (VTA), Jill Gibson (VTA), Marcy Kamerath (VTA), Ramses Madou (CSJ), Jeremy Nelson (VTA), and Aaron Quigley (VTA)

**Project Team in Attendance:** Joseph Clayton (VTA) and Eileen Goodwin (Apex Strategies)

**Project Team not in Attendance:** Kate Christopherson (VTA)

### **Meeting Agenda:**

- Welcome and Introductions
- Follow-up Items
- CWG Member Report Out
- Government Affairs
- Phase II Update & Related Planning Efforts
- Construction Education and Outreach Plan
- VTA Block Design Development Framework
- San José Airport Connector
- Review Action Items and Next Meeting Dates

### **Follow-Up Items:**

- Send link to BART Phase II video – [Video Link](#)
- Send link to playbook once finalized – Noted
- Send date for Santa Clara Council Meeting TOC Workshop Presentation – *Tuesday, March 17<sup>th</sup>, 6pm, City Hall Council Chambers 1500 Warburton Avenue Santa Clara, CA 95050*
- Provide invitation to SPUR Parking discussion once date is established – Noted
- Provide link to Airport RFQ responses in meeting summary – [Responses Link](#)

Comments, Issues and Questions	Response
<b>Public Comment:</b> High Speed Rail is on track but will need BART in place to be truly effective. Please keep advancing BART Phase II.	
<b>Public Comment:</b> Diridon JPAB meetings are not recorded.	
<b>CWG Member:</b> Does the VTA Board meeting have written summaries or just video?	There are written summaries as well.
<b>Follow-Up Items</b>	
No comments or questions noted.	
<b>CWG Member Report Out</b>	
VTA's presentation to the Alameda Business Association was well received.	
<p>SJSU still has concerns about the Rapid 500 bus. The time between buses are too long, and the drop off is further from the campus than the DASH service. The difference is a big deal to users.</p> <p>SJSU still has concerns about the cost to students when the Fremont 181 bus is replaced by BART service. This will cost students much more than today. SJSU looks forward to working with VTA on some solutions and appreciates the continued bus service until BART opens.</p>	
Downtown Residents Association will be having a BART presentation and update in the near future.	
Delmas Park neighbors have been tracking the DISC process closely but would like a BART presentation later in the year.	
Campus Community Association/Naglee Park neighbors are very interested in the opening date for Phase I.	
The Arena Authority has been meeting with City and VTA staff to coordinate on event traffic. A BART Phase II project update will be presented at the May Arena Authority meeting.	

San José Downtown Association will have a BART Phase II presentation to their group on April 8 <sup>th</sup> .	
<b>Government Affairs</b>	
No comments or questions noted.	
<b>Phase II Update &amp; Related Planning Efforts</b>	
As part of the Construction Transportation Management Plan can commuters be surveyed as well? Campus Community would like to distribute the survey for member input.	Comment noted.
Are escalators only being designed in at Diridon?	Vertical circulation is still being determined.
What is the current funding for Phase II?	It is funded at 75% from local and state funds. VTA is seeking the remaining 25% from Federal sources.
The video needs to call out SJSU and MLK Library at a minimum. SJSU is the largest ridership generator and is consistently left off the maps and other materials. This needs to be corrected.	Comment noted.
I note no second headhouse for downtown station. This is a big issue. There needs to be a station entrance closer to SJSU and City Hall. The City staff and Mayor have been clear about this desire.	That topic is being analyzed at the request of the VTA Board. We will discuss this at a future CWG meeting after it has been presented to the VTA Board of Directors.
Do we know yet whether tunneling is likely to be east to west or west to east?	Tunneling is expected to start in the west and move to the east.
A plan for parking around the Arena during events while BART is under construction will be key. The Arena team looks forward to coordinating.	Yes, that is the type of planning the Construction Transportation Management Plan will address. Additionally, there is a broader planning effort within the City related to parking strategies as part of the Google development proposal and the Diridon Station Area Plan.
<b>Public Comment:</b> Even if the tunnel starts from the west, I am willing to bet that it will not be able to go under Highway 101 in Little Portugal. It will go over.  I echo the desire for a second headhouse near City Hall. Perhaps the gas station or garage site can be used.	Comments noted.
The gas station and garage are on the wrong side of the street. The entrance should be closer to the Fairmont and SJSU.	Comment noted.

Which DISC plan is moving forward?	The one with two station entrances and the tracks in the historic alignment. Link to presentation: <a href="https://bit.ly/2TIJbLI">https://bit.ly/2TIJbLI</a>
Can staff share the video from the Industry Forum?	Video link: <a href="https://bit.ly/2IsKJ7n">https://bit.ly/2IsKJ7n</a>
<b>Construction Education &amp; Outreach Plan</b>	
No comments or questions noted.	
<b>VTA Block Design Development Framework (DDF)</b>	
Can you orient these block photos please?	This is just a concept. It's not intended to be literal.
VTA doesn't own the corners. How will this block concept work?	The corner property owners are working with VTA as part of the DDF to see if we can design something that works better for all of us together than each individually.
You talk about an RFP this year yet won't the project need the space for a decade for a construction staging area?	The VTA team is looking at the exact requirements of the construction staging area to see if some of the VTA owned land could in fact be developed in the near term perhaps with some of the private partners.
Does VTA plan to select a developer prior to the entitlement process?	VTA will likely have the developer pursue their own entitlements and environmental clearances.
How would double stacked parking work?	It would involve a valet parking system.
CSJ: City will present parking policy updates at SPUR soon. The goal is to remove parking minimums from the codes.	Action item: SPUR to send info to Eileen once a date is set.
<b>San José Airport Connector</b>	<i>This update and the responses below were provided by a representative of the City of San José.</i>
Does the project assume going on Stevens Creek Blvd to get to De Anza College?	Yes.
What are the cost ranges again?	\$60 million to \$3.4 billion
Will there be a short list? What is the general timeline?	We don't know. The City is trying to see if these concepts are real first. The City will evaluate those that are possible and determine if any should advance. For example, the City believes the publicly funded options are at least a decade out from being funded.
Is there a requirement that the airport connection and the Stevens Creek connection be the same technology?	No, but the City hopes they are. The desire is to grow the new better technology throughout the region over time.
Is Bus Rapid Transit going to be considered?	Only if it is grade separated. It was not proposed as part in the RFI.
How is maintenance being considered?	It is part of the evaluation process.
Is BART to Santa Clara Station then the Airport in the mix as a route? We are	No. Getting under or over the airport will be difficult based on the previous studies that have been completed.

investing a lot in getting to Santa Clara and it is close to the Airport.	
Is this an investigative proposal? Will there be continuous RFIs as decisions are made and technologies evolve? The City should turn whatever is determined into a pilot project.	This is the exploratory phase of what we hope will turn into a project. More RFIs are not expected. The City plans to evolve the discussions with the proposers that seem most real. Yes, there is a pilot project aspect to this.
I have been reading a lot about autonomous buses. Are they being considered?	Only if it is grade separated. The Mayor is pushing replacing light rail with buses in the guideways.
What is the City using for risk management in their public-private-partnership risk assumptions? I have seen agencies get burned by this. There are good risk management examples in Europe to learn from.	The City is just learning about this topic and doing research. I would like to learn more off-line about the examples you know of.
<b>Public Comment:</b> I get the airport idea, but why treat the east side and Steven Creek differently from a technology sense?	The City hopes this technology will evolve into all corridors and a much larger system.
<b>Public Comment:</b> Maybe we should be putting Phase II on hold until this gets more developed maybe it can replace BART.	Comment noted.
Can staff share the responses to the Airport Connector RFI?	Link to responses: <a href="https://bit.ly/2vxxcsH">https://bit.ly/2vxxcsH</a>

**Next CWG Meeting:**

*May 12, 4:00 – 6:00 PM, San José City Hall, Wing Rooms 118/119, 200 E Santa Clara St, San José*

**Prepared by:** Eileen Goodwin (Apex Strategies)

**Concurred by:** Erin Sheelen (VTA)

**Distribution:**

CWG  
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