



Downtown-Diridon Community Working Group Meeting

Date of Meeting: November 17, 2020 (4:00 p.m. to 5:15 p.m.)

Location: Zoom

Attendees:

Members in Attendance: Elizabeth Chien-Hale, Jon Gustafson (on behalf of Jim Goddard), Scott Knies, Michael Lane, Jennifer Malutta (on behalf of Charlie Faas), Chris Morrissey, Bill Rankin (28th Street/Little Portugal CWG member), and Alan Williams

Members not in Attendance: Carol Austen, Jeffrey Buchanan, Larry Clark, Dana Grover, Adina Levin, Nikita Sinha, and Bert Weaver

Other Speaker Attendees: Bernice Alaniz (VTA), Gretchen Baisa (VTA), Jessie O'Malley-Solis (VTA), and Aaron Quigley (VTA)

Project Team in Attendance: Kate Christopherson (VTA), Joseph Clayton (VTA), Jill Gibson (VTA), Yvonne Liao (VTA), and Adriano Rothschild (VTA)

Project Team not in Attendance: N/A

Meeting Agenda:

- Welcome and Introductions
- Follow-up Items
- CWG Member Report Out
- Government Affairs
- Phase II Update
- Real Estate & Transit-Oriented Development (TOD)
- Community Outreach
- 2021 CWG Work Plan
- Review Action Items and Next Meeting Dates

Follow-Up Items:

- Schedule meeting with Downtown Residents Association
- Schedule meeting with SPUR

Comments, Issues and Questions	Response
Follow-Up Items	
No questions/comments	
CWG Member Report Out	
<p>The Arena Authority notes the window to respond to Draft Environmental Impact Report (DEIR) for the Diridon Station Area Plan (DSAP) and Google’s Downtown West has been extended to December 8th. The Arena Authority is taking this as an opportunity to talk about the issues in relation to BART and the other projects planned for the Diridon Area. The Arena Authority will be submitting a response letter that will be publicly available on website in early December.</p>	<p>Comment noted.</p>
<p>San José Downtown Association is well aware of VTA’s Expedited Project Delivery (EPD) application for federal funding does not include south side entrance for the Downtown San José Station and thinks that is a grave error. Have formed a separate committee with San José State University (SJSU), SPUR, and other property owners to address the south side entrance. Also, Downtown West (DTW) and DSAP have comment periods out there, not quite lined up with where Diridon Integrated Station Concept Plan (DISC) is.</p>	<p>Comment noted.</p>
<p>The Campus Community Association is meeting with VTA staff to talk about 13th Street mid-tunnel ventilation construction coming up this Thursday to cover all questions.</p>	<p>Comment noted.</p>
<p>SJSU met with VTA staff and had a conversation about the possibility of a southern entrance for the Downtown San José Station. SJSU continues to feel strongly that a south entrance is critical for the project and looks forward to finding a path to make that happen.</p>	<p>Comment noted.</p>
<p>SPUR members are interested in hosting a digital discourse with VTA and BART to provide another opportunity to share information about the project, Q&A,</p>	<p>VTA will follow-up.</p>

discussion, and dialogue – hoping for Quarter 1 of 2021.	
<p>The Downtown Residents Association shared the small business survey with all constituents (residents and small business owners). Will the survey results be published, and if so, when will it they be available?</p> <p>Was there anything in the survey that only applied to businesses and not to residents?</p> <p>There are a lot of residents near future construction sites.</p>	<p>VTA has developed a residential-focused version that is now available on the project website.</p> <p>https://www.vta.org/your-feedback-will-help-us-plan-bart-project</p>
Government Affairs	
Does the one-year FAST Act Extension have any impact on the Phase II Project?	Nothing direct. It means authorization for top-line funding of programs remains the same. EPD is the key one for us because it's a funding source for the Phase II Project. There is no impact to the Phase II Project schedule.
[Public] There are three Caltrain specific funding categories in Measure A, not just in Measure B.	Comment noted.
[Public] Claimed VTA put forward ideas about using all of the annual allotments for 2016 Measure B over the next 10 years for the Phase II Project. VTA Policy Advisory Committee unanimously passed a no motion.	The member of the public is referring to a financial forecast. That is being socialized with stakeholders to identify where priorities should be in the coming years. At this point, VTA has not made any recommendations and wouldn't be in the position to do so with regards to these funding categories.
Phase II Update	
<p>San Francisco's Central subway beneath Chinatown is delayed until 2022. It was originally set to be opened in 2018. Central Subway dates have been pushed back four years beyond when SFMTA said they were going to open.</p> <p>The Phase II Project's Design Build contracts and the different contractor responsibilities brings the question about having penalties for nonperformance. Encourage VTA to be fully transparent, open and honest about the dates so that we don't keep putting a date out and pushing it. We know VTA is trying to build in extra time for testing, which was such a problem on Phase I. Nervous about VTA's inexperience with</p>	<p>VTA conducted a peer review and got valuable input on different contract components and contracts integration. VTA will conduct subsequent peer reviews and continue engaging transit rail experts and local experts, like Silicon Valley Clean Water in Redwood City, who is doing a large diameter tunnel in the Bay Area. Contract packages were constructed for efficiencies and integration. We will pass comments along.</p>

<p>subways and a different operator with BART – so the complexities are multiplied.</p>	
<p>As Central Subway Project problems escalated, there was a direct financial assistance program for business and property owners. We know it's too early to commit to anything like this, but this should be programmed in from the beginning.</p>	<p>VTA is progressing its Small Business Resource Study. We are doing as much information gathering as we can right now to ensure the resulting program is custom-tailored to the business environment when construction does start. We are getting the best information that we can while being respectful that businesses are struggling through the pandemic.</p>
<p>During construction, Downtown residents will be inconvenienced, at least with respect to parking, as well as businesses. Was told VTA wanted to wait to present at Downtown Residents Association meetings until the EPD application is submitted, which still hasn't happened. When will outreach happen for residents?</p>	<p>VTA is developing several plans, including the Construction Transportation Management Plan (CTMP) and Construction Education and Outreach Plan (CEOP), where VTA will collect input from the community, including residents, on access, service, and communication needs in the area. The Small Business Operations Survey is specific to small businesses to develop a program tailored to them; however, CEOP and CTMP look at general life in the community and how to be respectful of it during construction. VTA is working on the plans right now and gathering data.</p>
<p>[Public] Claimed Central Subway Tunnel is about three miles and \$238 million.</p>	<p>SFMTA's Central Subway tunnel is 1.7 miles long and is estimated to cost \$1.578 billion. For more, see the project's website.</p>
<p>[Public] Claimed VTA has failed to report a significant amount of expenses for Phase I – reporting Federal Transit Administration (FTA) numbers of \$2.2 billion while the actual cost is \$3.5 billion.</p>	<p>VTA is providing the following facts:</p> <ul style="list-style-type: none"> • VTA's Silicon Valley Berryessa Extension (SVBX Project) is the 10-mile BART extension from Warm Springs Station to Milpitas and Berryessa/North San José Stations in Santa Clara County. It includes the FTA's defined cost categories for construction, among which are guideway and track elements, stations, stops, terminals and intermodal, support facilities, etc. The SVBX Project has a \$2.42 billion total project cost, pursuant to the FTA defined project in the Full Funding Grant Agreement. • The Silicon Valley Rapid Transit (SVRT) Program is a collection of projects, including the SVBX Project described above, as well as all the projects associated with the BART extension into Santa Clara County. In addition to the SVBX Project, the SVRT Program includes the Phase II Project, project development costs, Mission Warren

	<p>Truck Rail Project, corridor establishment and maintenance, BART's Warm Springs Extension Project paid by VTA, and several other related projects (purchase of the VTA Block, Lower Berryessa Creek Project, Montague Reconstruction Project, etc.)</p> <ul style="list-style-type: none"> • The cost of the SVRT Program are the total of the following: <ul style="list-style-type: none"> ○ SVBX Project: \$2.4 billion ○ Projects Described Above Excluding Phase II: \$0.83 billion ○ Phase II Project: \$6.86 billion (estimate as of June 19, 2020)
<p>[Public] Claimed 2000 Measure A ballot language committed to a southern station entrance for the Downtown San José Station. Member of the public then implied he would organize a class-action lawsuit if the Phase II Project goes ahead without the southern entrance.</p>	<p>VTA is providing the following facts:</p> <ul style="list-style-type: none"> • 2000 Measure A does not include language about station entrance locations for each of the station locations for VTA's BART Phase II Project.
<p>Real Estate & TOD</p>	
<p>VTA should ask Google to be part of the CWG to continue conversation on the development of the West End of downtown.</p>	<p>Comment noted.</p>
<p>[Public] Claimed VTA can proceed with the 28th Street/Little Portugal Station while addressing issues at the Downtown San José and Diridon Stations. Claimed neither station is constructible as planned. Suggested FTA and the public do not support and will not fund.</p> <p>Urged VTA to invite Google to help in the design of Diridon Station, including light rail, etc. to become embedded into the Downtown West fabric.</p>	<p>VTA has environmentally cleared and obtained FTA and Board approval for a 4-station, 6-mile BART extension that will open concurrently when completed. VTA is not currently pursuing a minimum operating segment (MOS) to 28th Street/Little Portugal; that would be a different project.</p>
<p>Community Engagement</p>	
<p>The Downtown Residents Association look forward to scheduling a meeting with VTA.</p>	<p>VTA will follow-up.</p>
<p>2021 CWG Work Plan</p>	
<p>Would like to see updated presentations annually from Caltrain and California High-Speed Rail Association about their projects and timelines</p>	<p>Comment noted.</p>

Next CWG Meeting: *February 9, 2021, 4:00 PM, Zoom*

Prepared by: Kate Christopherson (VTA)

Concurred by: Joseph Clayton (VTA)

Distribution: CWG Members
Project Team
City & Public Agency Staff
Distribution List