



28th Street/Little Portugal Community Working Group Meeting

Date of Meeting: November 18, 2020 (4:00 p.m. to 5:10 p.m.)

Location: Zoom

Attendees:

Members in Attendance: Terry Christensen, Carlos Diaz, Danny Garza, Helen Masamori, Chris Patterson-Simmons, Justin Triano, and Davide Vieira

Members not in Attendance: Connie Alvarez, Elma Arredondo, Bela Ferreira, Matt Gustafson, Jeff Levine, Cobán López, Bill Rankin (attended Downtown-Diridon CWG meeting), and Eric Thacker

Other Speaking Attendees: Bernice Alaniz (VTA), Gretchen Baisa (VTA), Ron Golem (VTA), and Aaron Quigley (VTA)

Project Team in Attendance: Kate Christopherson (VTA), Joseph Clayton (VTA), Oswaldo Meneses (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:

- Invite City of San José Dept. of Transportation (DOT) to share information concerning planned improvements for the 28th Street and I-101 crossing
- Provide updates concerning Five Wounds Trail coordination
- Share contact information of outreach/technical staff once identified
- Add meeting agenda item discussing development updates as part of the 2021 schedule

Comment, Issues, and Questions	Response
Follow-Up Items	
No questions/comments	
CWG Member Report Out	
<p>Been a part of the Greater Downtown San José Economic Recovery Task Force steered by District 3 but run by 28th Street/Little Portugal area business owners. A lot of people have sent feedback about what's going on and are trying to stay in the loop. We're still connecting with businesses in the East Santa Clara Street Business Association. Applied for the District 4 Boards and Commissions position to be a part of the parking solution and better understand and communicate with the community.</p>	<p>Comment noted.</p>
<p>Plata Arroyo Neighborhood Association continues to hear that VTA is not going where we need it to go, especially since they are cutting/not cutting routes, and no one knows what's going on with VTA starting at the top. There's still no stop at Ocala for the light rail. Regardless whether there's housing at Reed Hill View or not, VTA said there would be a stop there, which is how they got that through the community. TOD along Alum Rock Avenue is an issue because developers are using it; no one is riding either Bus Rapid Transit (BRT) or the bus.</p>	<p>Comment noted.</p>
<p>Five Wounds/Brookwood Terrace Neighborhood Action Committee (NAC) has been walking the businesses of Alum Rock Avenue and Santa Clara Street to talk about the Small Business Operations Survey. A lot of people have been very receptive. Meeting with the City of San José for small businesses as well as an interview with CommUniverCity.</p>	<p>Comment noted.</p>
<p>Does Bela Ferreira from POSSO know she is on the CWG?</p>	<p>Yes, we have been in touch with Bela.</p>
<p>Alum Rock Business Network has been working with the Phase II Project's Small</p>	<p>Comment noted.</p>

<p>Business Task Force to advertise the survey. To get more detail, we walked the Alum Rock/Santa Clara Corridor and were able to speak for 5-10 minutes with over 50 business owners. Good progress in encouraging them to take that survey. Professor Richard Kos from the Urban Planning Dept. from San José State University (SJSU) and Imelda Rodriguez from CommUniverCity has asked us to be part of their program with their urban planning graduate students, with a focus on possible solutions to activating/increasing customer traffic along the corridor. We'll be working with them closely and are looking into bringing them into the corridor for part of the week, introducing them to the businesses, and having conversations on the challenges and opportunities of BART. The program launches after the first of the year. We should have a report with lessons learned at the end of the spring.</p>	
<p>Ride East Side San José (ESSJ) has been focused on keeping the community together during these times. Just completed a community art project with City of San José DOT on San Antonio Street next to the future BART station, which brought a lot of people to the table. We did an unveiling recently which brought a lot of attention to the area, and we were able to discuss the survey and get their focus back into the area and into the larger BART project (talking about bikes). We've also been doing something called "Roll Call" – activating bikes, roller skates and skateboards in the area. It's an educational protest that lets us talk with people about various issues, such as injustices in transit. This makes people aware of how transportation affects their lives and how they can be involved.</p>	<p>Comment noted.</p>
<p>Government Affairs</p>	
<p>Concerning the \$2 trillion that Biden has proposed, what's a realistic number that</p>	<p>It will, to an extent, be influenced by the outcome of two senate races in Georgia.</p>

<p>compromise could reach and what are the impacts to BART and rail projects like BART across the country?</p>	<p>The current Senate Majority Leader has never moved off a much smaller dollar amount than what he was willing to consider for a COVID relief package – which is another possible vehicle for both public health funding and economic recovery initiatives. The House passed the initial Heroes Act in May and a second attempt at a Heroes Act prior to the general election – and both of those were much bigger numbers, \$3.4 to \$2.2 trillion. After the election, the White House has been largely disengaged and it's back to the Speaker of the House and the Senate Majority Leader talking with each other. As of right now, there hasn't been signals of going north of \$500 billion or so. That dynamic could change, especially with a new Congress and if the senate is split down the middle.</p>
<p>Looking at BART financial projections for Measure A, Measure B, etc., it looks like BART Phase II falls short, and it will need new money from elsewhere, perhaps the federal government. What the numbers tell me is that VTA's BART Phase II will have to be staged with the money that is projected from the measures in place and funding sources from state and federal levels.</p>	<p>There will be lots of discussion in the coming year about that mix of potential authorization discussions, infrastructure packages, and coronavirus relief packages. Some of the areas of the House's deliberations on coronavirus relief packages also include additional revenue for some of the projects in the capital investment grant program and the Expedited Project Delivery (EPD) that VTA is applying to. There is the possibility some of these relief packages may end up helping out a number of project sponsors and agencies if something is passed.</p>
<p>[Public] Measure RR did pass. However, it failed in Santa Clara County. It passed because of a supermajority in the other two counties. The major issue is that half of Santa Clara County doesn't get viable Caltrain service. There is another issue, which is governance.</p>	<p>With regards to Measure RR, yes it garnered 66 percent in Santa Clara County. However, the measure's success is counted across the three counties [note, received 1,077,657 votes]. Just as a reflection of how large the population is in Santa Clara County – even with 66 percent of the vote as a yes, it is the largest number of yes votes of any of the three counties by far.</p>

<p>[Public] Claimed if VTA diverted any Measure A and Measure B funds from Caltrain that it opens VTA to legal proceedings.</p>	<p>VTA is not diverting any measure-related funds from Caltrain. With the passage of Measure RR, sales tax will be Caltrain's new dedicated revenue stream.</p>
<p>[Public] Claimed Phase I cost \$3.5 billion dollars, not \$2.2 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 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.) • 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)
[Public] Claimed the Phase II Project went up by another \$2.2 billion the past year.	The Phase II Project cost estimate is currently \$6.9 billion. This is \$1.3 billion higher than the \$5.6 billion estimate in 2019, and the estimate now includes contingency and financing costs.
[Public] Claimed there were problems with the projections, not the funding. Claimed VTA doesn't have any problems with funding or projections up to 28 th Street/Little Portugal, but VTA does for Downtown and Diridon.	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 28 th Street/Little Portugal. That would be a different project.
Phase II Update	
For mitigation and community safety issues during construction at and around 28 th Street, there should be no parking in our community for construction workers. Contractors need to find somewhere else, and possibly shuttle in, like we did when the contractors worked at the airport. If we did it at the airport, we can do it with VTA's BART Phase II. Not only that, if the construction companies don't want to get together, then have the construction employees write VTA because that's your job to put those guys on a bus and get them to work on time.	VTA has a 13-acre site for the station area, which will be ample space for those working in the area to park on the VTA property. Part of the question is how we're going to use the site. VTA is in the process of starting to plan for how construction happens on the site. The other part relating to the traffic coming in and out – there is a lot of planning happening around mitigating construction impacts and all the things that come out of that.
When you start digging a hole and you have trucks come in and out, 13 acres isn't enough. Plata Arroyo Park is 10 acres, and for what VTA is suggesting, with that many construction workers in the future, VTA doesn't have enough room. Our grandmothers and families are going to be negatively impacted by the parking issues this project will create.	Comment noted.
There will be lots of traffic coming from the Cristo Rey San José Jesuit High School from student drop off at Five Wounds Lane and N. 28 th Street, and there is great potential for conflict. Getting the construction workers in, parked, and	VTA is gathering input for a Construction Transportation Management Plan (CTMP), which is looking at all travel patterns and access around the station area and construction traffic. Another important aspect for our environmental

<p>trying to get kids into school and working kids back off campus to their places of work. Obviously, we're talking past or post-pandemic.</p> <p>Maybe we would be more at ease if we knew how many construction workers might be on the site at its peak. VTA has met with Five Wounds Church, but Cristo Rey will certainly fill you in on the volume in and out of the school – both in the morning and in the afternoon.</p>	<p>mitigations at the 28th Street/Little Portugal Station is working on a Safe Routes to School plan. There is some special consideration because of three schools that are near the station site. That will be an additional effort as well. That is the entire purpose of the information gathering right now, so that VTA can plan for all of that. Safety is first and foremost, especially with the schools in the area.</p> <p>How a major project interfaces with the Church and Cristo Rey is very much in the front of our minds when thinking about the construction period and in the long-term about circulation and future station work.</p>
<p>Support what the previous speaker said. Am parent of two students at Cristo Rey so can give some feedback as needed on the perspective from parents of kids that gets bussed in during the week in school vans. It will be very important to work around the drop off times so that we can alleviate extra congestion.</p>	<p>Comment noted.</p>
<p>Are we going to be able to open up the project in steps or will we need to wait until it's completed at least until Diridon?</p>	<p>As stated earlier, the project environmentally cleared in 2018 was the 4-station, 6-mile project with all stations opening at the same time. To do a single station, you would have to MOS, and that is not the project VTA has environmentally cleared.</p>
<p>Am a proponent for having two tunnel boring machines digging at once so that the project is completed faster. And that way in case one of the crews has any hiccups, then you can learn from what the other crew is doing from the other site.</p>	<p>Tunnel construction timing and methodology will come from the Design-Builder chosen for the Tunnel and Track Work Contract.</p>
<p>[Public] Claimed the new track configuration that was introduced in the last month is a direct reason for the \$2 billion increase in cost, creating a funding issue.</p>	<p>The latest Phase II Project cost estimate changed from \$5.6 billion to \$6.9 billion (difference of \$1.3 billion). The cost estimate now includes contingency and financing.</p>

<p>[Public] Claimed the two new stations, one at Stockton Avenue and Taylor Street and one on Santa Clara and 13th Street, are not environmentally cleared. Claimed VTA has to reopen the Environmental Impact Report (EIR) or face a CEQA lawsuit.</p>	<p>In the 2018 Final SEIS/SEIR, VTA environmentally cleared a mid-tunnel facility at 13th and Santa Clara Streets and three possible mid-tunnel facility locations on Stockton Avenue south of Taylor Street. For more information, see Chapter 2: Alternatives.</p>
<p>[Public] Claimed there is an issue downtown with the southern station entrance. The southern station entrance was cleared back in the 2007 Environmental Impact Report (EIR) and codified in the 2000 Measure A ballot language approved by the taxpayers of Santa Clara County. If VTA wants to go ahead with the project without the southern station entrances, then they're heading straight for class action lawsuit on behalf of the taxpayers.</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 station locations for VTA's BART Phase II Project. • The 2007 EIR evaluated a southern station entrance downtown for a different <u>twin-bore</u> tunnel project. The currently approved project is a <u>single-bore</u> tunnel with access from the north side of Santa Clara Street.
<p>[Public] Claimed VTA can build a MOS for less than \$1 billion from Berryessa/North San José Station to 28th Street/Little Portugal Station first. Recommended VTA start fixing the designs for the Downtown and Diridon Stations. Recommended the VTA Board reach out to Google and ask them to help with their international team of experts with Diridon.</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 MOS to 28th Street/Little Portugal Station. That would be a different project.</p>
<p>Real Estate & TOD</p>	
<p>Disappointed that even though VTA is going to be digging at that site, they are not going to put at least a couple of stories underground for parking.</p> <p>There are going to be people rushing to get into that station. Again, going back to community safety, every street, including I-101 off ramps and on ramps, needs to have crossing guards. Not only during construction but every day of the week, Monday through Friday. Especially when kids are walking to school to Cristo Rey, San Antonio, and Ann Darling. Not only that, but all the daycare center and</p>	<p>Comment noted.</p>

<p>babysitters use those crosswalks to get to parks and churches and stores.</p>	
<p>Thanks for including the picture of Five Wounds Trail with your report. Could you give us a quick update on progress with negotiations with the City, County, and Open Space Authority on the trail?</p>	<p>On Friday, November 20, VTA has a meeting with staff of the three agencies on how to advance this negotiation. City Councilmember Peralez and County Supervisor Chavez have organized a meeting after Thanksgiving also involving the agencies to talk about advancing this project. Based on preliminary discussions, there's a lot more focus on this now and a desire to advance this. I do expect that once we have these meetings that we will be moving this ahead, and we'll have more to report at our next meeting.</p>
<p>Is VTA taking safety into account or is our fellow CWG member just venting? Are you hearing him? Construction is a ways off, but are these recommendations going to be considered?</p>	<p>Short answer is yes it will be. Having people safely get to the BART station and, more broadly, get around the station area is a priority for VTA and the City. BART and VTA look at how people get to transit the exact same way. In terms of priority, it is:</p> <ul style="list-style-type: none"> • Walking • Biking • Taking transit • Carpooling • Driving alone <p>VTA thinks about all the things to support all those modes and make sure that people can do it safely.</p> <p>During Phase II Project construction, VTA will manage construction and any potential impacts. VTA is also responsible for making it safe to get in and out of the BART station. When you talk more broadly about the surrounding area, that involves the City and City planning efforts. All these pieces have to fit together to ensure and enhance the safety, access, and mobility both to the BART stations and throughout the area during and after construction when the BART station is open.</p>

<p>There's a moving target out here in the streets of East Santa Clara Street and Alum Rock Avenue since the City of San José and VTA are going to be changing these two streets to have a dedicated bus lane, which reduces private vehicles to one-lane. Don't know if the City sat with VTA at the table when they did this. People will be rushing to the station, and they will be rushing even quicker because they will only have one lane on Santa Clara Street that they can use. There is a preferred station and parking facility entrance. So, there's moving parts today that will impact what VTA will be finishing up in eight years. It's unclear to us - as the City's En Movimiento is doing its planning, should you be planning together to mitigate speed through the neighborhood?</p>	<p>With respect to the City's transportation planning in En Movimiento, VTA does work with the City during planning activities. The City and VTA's planning groups work closely together on this. There are a lot of these different initiatives, and there is somewhat of a layering (a difference in time, how you fit these things together, and how they evolve over time) that is a major area for collaboration between VTA and the City. Collaboration is happening and that will continue to happen, and you're absolutely right in the point you're making that you have to deal with these issues and these things have to evolve.</p>
<p>Thank you for saying that you're talking with the City and am glad there's someone from the City in this meeting. What has VTA and the City decided or are we even there yet? Don't care who is paying for crossing guards. Don't care if they're union or not. People are going to be speeding through these red lights and through these crosswalks. Said it for 16 years now, VTA needs to make sure that when the BART comes, and during construction, there needs to be protection at these intersections with crosswalks.</p>	<p>[City of San José DOT] The City DOT and VTA have been working together on En Movimiento on those proposed changes. We're still working on the implementation plan, which is at a 10 – 15% design right now for the improvements on Santa Clara Street. Improvements include crosswalks, bicycle facilities, and the bus lane. If people are interested, the City DOT can get more information from the plan about what the improvements are for 28th Street and I-101 crossing.</p>
<p>[Public] For Vision Zero to be successful, it always starts with design. If possible, VTA should revisit the possibility of locating any kind of major parking structure where the McKee cloverleaf loop is. It's wasted land there, and we can have massive parking there. As people park their cars and walk towards the BART station, then you have the entire area with coffee shops, bakeries, etc. activated with people on their way to work and home.</p>	<p>Comment noted.</p>

<p>[Public] For Vision Zero at Diridon Station, we need to eliminate 100% of vehicular traffic in the immediate station vicinity. That includes buses, because if you don't, that is when injuries and fatalities take place.</p>	<p>According to the American Public Transportation Association (APTA), transit is a core strategy for Vision Zero. They found public transportation has less than 1/10 the per mile traffic casualty rate as automobile travel. For more, see the APTA website.</p>
<p>[Public] Proposed through traffic at this station area be relocated on 28th Street to be west of the Five Wounds Trail. Then proposed VTA move active transportation modes between the trail and I-101. Proposed underground parking structures, which is what Google will be doing for Diridon.</p>	<p>Comment noted.</p>
<p>Community Engagement</p>	
<p>No questions/comments.</p>	
<p>2021 CWG Work Plan</p>	
<p>There are six projects happening on the East Santa Clara Street corridor. Is VTA communicating with these projects/property owners that are buying small businesses so they can have the property to rebuild? Is VTA and BART going to make sure they are involved, collaborating, and communicating? Been in contact with two developers to let them know my concern on parking and safety and told them it would be in their best interest to communicate with the City and existing projects that will be taking place. Communication is powerful. Is there a person or department that is involved with what's going on and staying up-to-date at the same time that we're doing this project, too?</p>	<p>For the Phase II Project team, VTA will have a technical liaison for each station area and a community outreach/communications person. The technical liaison is the one that will be working and keeping track of all the other projects, happenings, and developments within the station area.</p> <p>Yes, VTA is keeping track of all the planning efforts, building and construction, everything that is happening in the neighborhood and station area, and we will continue to do that.</p>
<p>En Movimiento is a great organization, but they don't communicate with all of us. Would like whatever you send to them to be sent to me. Represent multiple communities – Plata Arroyo , Los Sueños, California Fairways but also Mayfair, Capital Park and Cassell, as well as Arbuckle, all of which are routes on</p>	<p>Just to clarify, En Movimiento is the transportation plan that the City of San José did over the last year or two that DOT staff spoke to. For more, see the City's project website.</p>

<p>VTA. Would just like clear communication for us.</p>	
<p>Understood, but again, would like to have something to forward to the presidents of the various neighborhood associations who are not getting the information from En Movimiento to the group.</p>	<p>Comment noted.</p>
<p>A lot of times people will look at BART and VTA as the enemy in a way, and everything that you owe them – but it's important for people that are purchasing properties to also be proactive and not just be pointing fingers. We all need to continue to get that message. We as CWG members are doing our part, but if someone is crying wolf, they also need to be more proactive in gathering information. We need a contact within VTA where someone can go directly for questions and comments and not circumvent and hope that one of us will be their savior. Sort of like a clearinghouse number. What could that number or contact be?</p>	<p>VTA will soon provide the two key contacts. For now, we have two outreach staff, and we'll be ramping up in a little bit before specifying. VTA does have the technical contacts, so we will very soon give you those individuals and their contact information. They will be your key conduits to the project.</p>
<p>Good to know. That is very important. Prefer to get that information sooner rather than later, even something preliminary.</p>	<p>We'll get that to you. Back on the development, we can add an agenda item that discusses what is happening in the area and how we're coordinating. This can be an update for every other meeting as part of the 2021 schedule.</p>
<p>Are you still planning on having field offices at each of the four station areas?</p>	<p>We have environmental commitments for the field offices. The Phase II Project leads and VTA Real Estate have just started these conversations. VTA is still some ways off but field office set-up will take place close to when construction starts.</p>
<p>That is such a fantastic move on VTA's part. We're not going to have one person in charge, but there'll be someone to talk to all the time, not just to take notes but to take action for the safety of the community and the project. If we see someone on the property at 10:00 PM and the job is not a 24-hour job, then</p>	<p>One of VTA's environmental commitments is to have a 24-hour construction hotline, and we will have that in place when construction begins. The intent of the 24-hour hotline is that it's an emergency hotline for very much things like that.</p>

<p>there's a safety problem, and we need to contact VTA right away.</p>	
<p>There was a lot of problems with BRT construction. Hope VTA, City DOT, and whatever other departments needs to be involved, is involved and needs to be accountable. Because if someone gets hurt and you've been warned about it – it's on VTA and don't want to see that. There should be no question about what's right and what's wrong for safety, so we should not be arguing. Even people like me have something to say and should be taken into account.</p>	<p>As we're creating all of these documents, we hear the feedback about the BRT construction and are actively incorporating measures right now to avoid some of the issues that we may have seen come up. That's why we're doing the business outreach so early and doing all of this work right now, early, because we understand that work needs to happen. We did a deep dive into lessons learned after the BRT project and we're heeding those lessons.</p>
<p>Appreciate VTA reaching out. Helped on projects in Reno, LA, Las Vegas and there is nothing like the access we have here over those cities. This project is fantastic. Appreciate VTA for educating and listening.</p>	<p>We are very much taking all of this into account. That's exactly what we're doing right now with all these plans. Please know that we hear you loud and clear. That's the work we are doing right now, and that's why we're so grateful for your participation in these CWGs.</p> <p>This is your community. It's all of our community. We're right here with you.</p>

Next CWG Meeting: February 10, 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