



Santa Clara Community Working Group Meeting

Date of Meeting: November 19, 2020 (4:00 p.m. to 5:00 p.m.)

Location: Zoom

Attendees:

Members in Attendance: Sudhanshu Jain, Ron Miller, Jack Morash, Chris Shay, and Ana Vargas-Smith

Members not in Attendance: Luke De Vogelaere, Curtis Leigh, Christian Pellechia, Eddie Truong, and John Urban

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

Project Team in Attendance: Kate Christopherson (VTA), Joseph Clayton (VTA), and Erica Roecks (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:

- Find new Old Quad Residents Association representative to replace Sudhanshu Jain, who is joining Santa Clara City Council
- Connect VTA's Government Affairs with newly elected Santa Clara City Council Member Jain
- Update CWG when TOC Playbook for Santa Clara is on the City Council agenda

Comments, Issues and Questions	Response
Follow-Up Items	
No questions or comments.	
CWG Member Report Out	
Both Bellarmine and Santa Clara University have had significant COVID impacts. We have been talking with our student government and student population about the project. If the purple tier lifts, we're looking forward to having some students back on campus in a limited way, and we'll be able to increase that engagement soon.	Comment noted.
The City of Santa Clara entered into a master agreement with VTA for the BART Phase II Project. The very high-level agreement covers the overall relationship between the two agencies. This was necessary to support VTA in their application for federal funding. It went to our City Council on October 29 th .	Comment noted.
The South Bay Historic Rail Society has been closed for quite a while. We tried to reopen, but they just put us back in the purple tier, so we didn't get to open. We haven't had the chance to do too much.	Comment noted.
I was newly elected to Santa Clara City Council and will probably have to leave this group but happy to be here today.	We'll be in touch about finding a new representative for the Old Quad Residents Association.
Government Affairs	
Assume we will have a good sense from the Biden-Harris administration on what their priorities are and how important transportation is. Any idea of when we'll start seeing that information flowing out of DC?	The upcoming administration has signaled this is something they want to address, including for its potential for contributing to economic recovery.
[Public] Measure RR did pass across the three Bay Area counties, but it did not pass in Santa Clara County because it didn't get 66.7 percent. Claimed there are two reasons for this. The first one is that half of the county does not get Caltrain service. The other issue has to do with governance that Aaron touched on. But anyway, we made it. Thank you.	The ballot measure applied to all three counties. They had to pass the 66.67 percent threshold in the three-county region. In Santa Clara County 478,655 votes for the measure equates to 66.0 percent. The region voted 69 percent, above the threshold for approval.

Phase II Update	
<p>SPUR and the San José Downtown Association requested entrances on both sides of Santa Clara Street. How did that get resolved?</p>	<p>The existing, environmentally cleared project (i.e. the Record of Decision and VTA Board-certified) does not include a southern entrance to the Downtown San José Station. The project will be built in a way that would not preclude a future entrance, but a southern entrance is not part of the existing project. There are some improvements for at-grade crossings, but anything above or below will not be part of this project. Anything additional would be done separate from this project.</p> <p>VTA is now reviewing access to the station and pedestrian flows. Options being analyzed for a potential additional project are at-grade crossing solutions, above-grade overhead crossings, and below surface crossings.</p>
<p>Do you have an estimate of how much extra money a southern entrance would cost?</p>	<p>Based on earlier analysis it was in the tens of millions of dollars.</p>
<p>There's been controversy over raiding 2016 Measure B funds, and Supervisor Simitian is not very happy with it. The purpose of this group is to be able to explain what's going on to the public. It needs to be clear because let's say the Supervisor says VTA can't have the money now. Does that delay the project? How does it affect the project?</p>	<p>There is no raiding of any funds. With 2016 Measure B, there was an exercise in the timing of expenditures. There is a cap on the BART Phase II Project of 25 percent of 2016 Measure B funds. The exercise was about the timing of the allocations and the timing of projects moving forward. It was not about moving funds from one dedicated area to another.</p> <p>We can arrange for a briefing to discuss further. There is misinformation about what VTA intended. It was a forecast of the revenues that we expected to come into the program in the next 10 years. It's part of and the beginning of a budget exercise. It was intended to help people understand the data we know and the data we don't know right now. Because of that, some people have filled in some of the "don't knows."</p>
<p>There was an article in the Mercury News that talked about dropping the Santa Clara BART Station. Can you speak to that?</p>	<p>VTA is not dropping the Santa Clara BART Station. Our environmentally cleared project is the 6-mile, 4-station project with the 5-mile tunnel. This includes a station at Santa Clara and the rail yard, which is an essential project component.</p>
<p>How does the pandemic enter into this? What were the assumptions made for the project's schedule in terms of funding? Is it</p>	<p>Moving money away from highways has not occurred. There was an exercise on how one might allocate the timing of Measure B funds, but there</p>

<p>true there's now money being diverted here instead of road repairs? Now moving forward to the new norm, whatever that may be, if there's continuation of some form of social distancing, does BART Phase II even make sense? It's a big, huge question, but the world has changed. Looking at the schedule wouldn't be surprised if there were massive changes to it, in terms of when things actually get done for a variety of reasons.</p>	<p>was not any suggestion of moving any money from one program to the next. For Measure B, there will be a new forecast that is expected to come out in January and will factor in the pandemic response and its impacts. Everything in the current environment will be taken into consideration.</p> <p>On the issue of local streets, that is one Measure B program category that had a one-time advance when the monies were finally freed in the court process. VTA advanced some of that money to the jurisdictions right away. VTA has been allocating roughly \$40 million a year to the cities ever since.</p>
<p>[Public] With regards to Measure B, there were two VTA meetings this morning, one at 10:00 Congestion Management Program & Planning and then Administration and Finance at noon that just concluded at 2:00. Mayor Liccardo and Supervisor Chavez were at the meeting. Expect there will be something in the press either later this afternoon or definitely by tomorrow morning.</p>	<p>Comment noted.</p>
<p>[Public] Claimed the Downtown San José southern station entrance was environmentally cleared in 2007. Claimed 2000 Measure A ballot language codified station entrances.</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. • The 2007 Environmental Impact Report 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 has issues both with Measure A and Measure B, potentially exposing a \$4 billion dollar funding gap. Claimed VTA can do 28th Street/Little Portugal Station for less than \$1 billion dollars. Suggested VTA then has to address Downtown and Diridon Stations. Claimed Google has an absolutely world-class team of international experts who know how to do high speed rail design, station integration, etc. Recommended participants look at Google and VTA sprinters. Claimed the area is going to get BART-like service to Santa</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 to 28th Street/Little Portugal. That would be a different project.</p>

Clara, including Great America a long time before BART to Diridon Station.	
[Public] Claimed the two cut and cover structures at Stockton and East Santa Clara and 13 th Street are not environmentally cleared. Claimed VTA is heading for a CEQA lawsuit. Claimed they have to reopen the Environmental Impact Report.	In the 2018 Final SEIS/SEIR, VTA environmentally cleared a mid-tunnel facility at 13 th and Santa Clara Streets and three possible mid-tunnel facility locations on Stockton Avenue. For more information, see Chapter 2: Alternatives .
Real Estate & TOD	
This is interesting news about the real estate development contract at the Santa Clara Caltrain Station not being extended. Is there any interest from BART in that particular piece of property or in engaging with VTA or the City of Santa Clara with regards to that property?	BART does not own property in Sant Clara County. This is an existing asset where different pieces are owned by the City and by VTA. VTA looks at this as one of the opportunities for future TOD in connection with the future Santa Clara BART Station. VTA and BART are working together on all aspects of the project, including the future TOD.
Community Engagement	
Great job on the survey work.	Comment noted, with thanks.
2021 CWG Work Plan	
Rode BART on opening day for Berryessa and Milpitas. Glad we're going to get updates on Phase I because that will help us decide how we want to design Phase II. In particular, interested in how the bike rooms are operating at those stations even with the pandemic.	Comment noted.
Walked the Berryessa/North San José Station over the weekend. The current end of the line station looks great. Look forward to hearing updates about Phase I.	Comment noted.

Next CWG Meeting: February 11, 2021, 4:00 PM, Zoom

Prepared by: Kate Christopherson (VTA)

Concurred by: Joseph Clayton (VTA)

Distribution: CWG Members
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