



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

**Date of Meeting:** February 9, 2021 (4:00 p.m. to 5:15 p.m.)

**Location:** Zoom

### **Attendees:**

Members in Attendance: Carol Austen, Elizabeth Chien-Hale, Larry Clark, Jim Goddard, Nathan Ulsh (on behalf of Scott Knies), Charlie Faas, Adina Levin, Chris Morrissey, Nikita Sinha, and Alan Williams

Members not in Attendance: Jeffrey Buchanan, Dana Grover, Michael Lane, and Bert Weaver

Other Speaker Attendees: Bernice Alaniz (VTA), Gretchen Baisa (VTA), Eric Eidlin (City of San José), Aaron Quigley (VTA), and Lori Severino (City of San José)

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

Project Team not in Attendance: Jill Gibson (VTA)

### **Meeting Agenda:**

- Welcome and Introductions
- Follow-up Items
- CWG Member Report Out
- Government Affairs
- Phase II Update
- Community Outreach
- Diridon Station Area Update
- Review Action Items and Next Meeting Dates

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

- Share how interview feedback was incorporated into Construction Transportation Management Plan (CTMP)
- Schedule follow-up meeting with Campus Community Association/Naglee Park

Comments, Issues and Questions	Response
<b>Follow-Up Items</b>	
[Public] With regards to 13 <sup>th</sup> and Santa Clara Street Mid-Tunnel Facility being environmentally cleared, this is correct. However, the two 750 foot cut and cover structures are not environmentally cleared.	Comment noted.
<b>CWG Member Report Out</b>	
In November, the Arena Authority submitted letters to the City. The first one was about the Diridon Station Area Plan and its relation to BART. The second one was to the Department of Planning and Code Enforcement concerning Downtown West Mixed-Use Google Project. The letters' general theme was to continue to pursue collaborative partnerships and community oversight; parking elements as they deal with the station, the arena, and surrounding areas; and continued community engagement. Themes will not change.	Comment noted.
Wanted to check to see if anyone from Google was in attendance and if Google was moving joining the CWG.	VTA took note of that from the November CWG meeting. It does not look like anyone from Google is on the meeting today. The City is providing a Diridon Station Area Plan (DSAP) update later in this presentation.
A group got together last month to talk about the south entrance to the Downtown San José BART Station – urban community, Urban Catalyst, Jay Paul, Silicon Valley Leadership Group, SJSU, SPUR, folks from the County, and SJDA. Talked about how upsetting it is that VTA is spending billions of dollars in designing a station that requires a build-on afterwards. The business community is appalled, and VTA should be aware that concerns stem outside the CWG.	Comment noted.
Friends of Caltrain is hosting an event with the City of San José and Seamless Bay Area on how to make a “car-light” Diridon Station work on March 8 <sup>th</sup> . Can provide link if needed. There are a number of community members and groups in this network that are interested in the Diridon Station Area as well as other places up and down the peninsula	Comment noted.

corridor with goals of having parking policies to support a shift towards non-driving transportation options.	
Campus Community Association/Naglee Park shared information regarding the fire station with our network.	Comment noted.
<b>Government Affairs</b>	
For the Relief Bill, is the supplementary money for filling in any local revenue sources that may be short due to the COVID recession?	Yes, the intent behind this supplemental funding is the recognition that local jurisdictions are under financial duress due to the COVID pandemic. For the Phase II Project, 75% of the funding is coming from state and local sources. The intent is to relieve financial strain on local sources.
Concerning the Expedited Project Delivery (EPD) Pilot Program’s 25% cap, does the cap adjust over time to cover increased costs above the initial estimate? Has that policy changed with this new legislation?	The EPD Pilot Program limits FTA funding to 25% of the total project cost. FTA and VTA will execute a Full Funding Grant Agreement (FFGA) that will include a yearly allocation plan for VTA to receive that money.
[Public] Happy to talk to SJSU about station design, including entrances, to make sure nothing has been missed. Nuria’s last word as she was boarding a red-eye to Washington was “Thank you for keeping us honest,” and I plan to keep doing the same thing going forward.	Comment noted.
<b>Phase II Update</b>	
A big concern for the Naglee Park neighborhood is the 13 <sup>th</sup> street Mid-Tunnel Facility construction. When will discussions be held with the neighborhood concerning traffic and construction mitigation?	VTA interviewed Naglee Park/Campus Community Association on November 19, 2020 to collect access and service needs, traffic patterns, and parking information to inform the draft Construction Transportation Management Plan (CTMP). VTA also interviewed 40+ organizations along the Phase II alignment in November and December.  Currently, VTA is working on the draft CTMP and is getting feedback from City staff. VTA will incorporate their comments before adding the draft CTMP into the contract documents. Some of the information around construction methods is not going to be available within the draft CTMP because the project is design-build. A final CTMP will be completed as the Design-Build Contractor comes on and finishes their part of the design.

	<p>In addition to the CTMP, VTA will soon be developing the Community Outreach Project Implementation Plans (COPIPs) for the eight project element areas, which includes the 13<sup>th</sup> Street Mid-Tunnel Facility. VTA will engage Naglee Park/CCA during this effort.</p> <p>Finally, VTA wants to clarify that the 750 foot cut and cover structure considered at the mid-tunnel facilities is not part of the current project scope. That configuration was evaluated as part of other configuration considerations.</p>
<p>Are there design standards you can put in place to mitigate impacts?</p>	<p>In the draft CTMP, VTA has collected feedback on business and neighborhood access. This will be incorporated into high-level, overarching requirements placed on the Design-Build Contractor, who is ultimately responsible for determining the methods and means within those requirements. The Construction Education and Outreach Plan (CEOP) is a separate plan concerned with how VTA will work with the public and notify them of the construction methods and timing of such activities.</p>
<p>Can we look at those requirements that will be placed in the contracts and provide feedback on that?</p>	<p>Last fall, VTA engaged over 40 organizations along the Phase II alignment on their access and services needs and incorporated their feedback into the draft CTMP. VTA does not plan on doing a second round of engagement.</p> <p>That being said, VTA is aware of your concerns, and we will connect with you on this after this meeting.</p>
<p>VTA received \$100 million extra from the FTA, which is good news. Does that indicate that the project will receive the full request of \$1.72 billion and will that be received in installments between now and 2030 (end of project)?</p>	<p>VTA wants to emphasize that the \$100 million allocation is not above and beyond the \$1.72 billion total request in the EPD application. When we have the FFGA, the annual allocations will be part of that agreement. Allocation amount differs every year and will correlate with the construction activities and the budget allocations that are set aside for the program.</p>

<p>VTA is not getting extra money, right? The \$225 million allocation is part of the \$1.72 billion that VTA is asking for and is just getting that now?</p>	<p>Correct. The \$225 million allocated and committed to the project so far is part of our \$1.72 billion request.</p> <p>It does definitely emphasize the previous administration's support of the project. VTA believes there's a lot of support in the current administration as well. It is unusual to hear of anyone dedicating monies prior to approving the multi-year funding agreement, but it just shows the enthusiasm for it.</p>
<p>[Public] Claimed Phase I was \$1.1 billion over budget and is not being reported to the Board. Claimed this resulted in the complete depletion of Measure A funds which was supposed to be earmarked for Phase II.</p>	<p>VTA is providing the following facts again:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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 elements related to the 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.)</li> <li>• The cost of the SVRT Program are the total of the following: <ul style="list-style-type: none"> <li>○ SVBX Project: \$2.4 billion</li> <li>○ Projects Described Above Excluding Phase II Project: \$0.83 billion</li> </ul> </li> </ul>
<p>Heard high-speed rail (HSR) will be built between San José and Sacramento. Is that</p>	<p>The only project VTA is coordinating with California High-Speed Rail is at Diridon Station because it will be an intermodal and interconnected station. VTA is</p>

in anyway related to the projects we are talking about in here?	not aware of any other coordination with HSR projects.
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[Public] Has the Tunnel and Trackwork Request for Industry Feedback (RFIF) (released September 16, 2020) been released assuming that it will include access to the station underground to the street above or is that separate and tied to the Station RFIF (released November 20, 2020)? Second, were that three RFIFs released to the industry at large or was that released to pre-selected tunnel and track design and construction firms that VTA has pre-approved?	<p>Regarding the first question, the Tunnel and Trackwork RFIF includes connections to the stations although there is a high degree of coordination between the Stations and Tunnel and Trackwork contracts.</p> <p>For the second question, VTA completed an extensive outreach effort to contractors for the Tunnel and Trackwork RFIF, including advertising in major contracting publications, a press release through PR Wire, reaching out to all attendees in the Industry Forum and to all folks who have registered through VTA's procurement system.</p>
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<b>Community Engagement</b>	
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Campus Community Association will send Gretchen a follow up email to discuss how to engage our community with this.	Comment noted.
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From the last meeting, VTA did a Small Business Operations Survey back in October that was supposed to be finalized in November. Is this published here as part of the results?	No. VTA appreciates the Downtown Association's help in getting the word out on the survey. Strategic Economics incorporated survey feedback into the Small Business Resource Study and is now wrapping that up. The survey was one of many inputs into that study. Other inputs include data from the City, tax data, and other data used to understand the business breakdown, longevity, relocations, business resource provider interviews, and case studies as well. All of those inputs will go into the development of the Business Resource Program later this year.
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Is VTA talking to all the property owners, future developers and landowners coming into downtown?	VTA is talking to property owners and developers as development proposals arise. VTA has spoken with business providers, technical assistance providers, and VTA's Small Business Task Force. We hope to be out on the streets soon. VTA is excited about the work that will be done on the business side.
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<b>Diridon Station Area Update</b>	
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Has the pandemic impacted Google's plans? They've pulled out their plans in other cities around the world. Is there any sign that Google is slowing down or	The COVID situation has not changed their proposal nor their intent currently to build in San José. Google's culture has been one of collaboration and that's a core tenet of their
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<p>reducing their plans? The pandemic has shown us that the need for headquarters is no longer relevant.</p>	<p>company - to bring people together in offices. They still anticipate most employees will have a presence or have to be associated with a particular office. They have also noted that working from home has shed some light on how to design homes in a more sensitive way for the different types of situations we might find ourselves in. They've learned some lessons from the pandemic, but it hasn't shifted the intent nor overall program.</p>
<p>Is it possible that Google might turn this into a real estate project? Once they build their headquarters, can the CWG be assured that they won't start subleasing their office space for their own benefit?</p>	<p>The City has only so much authority over how it regulates what people do with their property. The Downtown West development is currently going through the development review process, which has numerous requirements and ties. The development agreement is one area where the City can develop more certainty in terms of what can be expected from Google and the timing of everything. Details of the development agreement are still being worked on and that will be the focus of the next Station Area Advisory Group (SAAG) meeting. Hopefully, more insight into that question will be provided at that meeting.</p>
<p>It sounds like the City has anticipated the possibility that Google might not be here, or they may bring other partners in. Can you confirm that the community benefits will travel with the land?</p>	<p>A City is responsible for planning many years and decades in advance. If Google does decide to leave or if their company changes, the buildings and the environment will remain. Thus, it's the City's job to make sure the environment is up to City standards and is going to create a great place that can live, evolve and be dynamic for the city.</p> <p>Those community benefits are tied to the land and can be followed through on regardless of who the owner or development partner is.</p>
<p>Where do we stand on the preservation of the Diridon Station itself as a historic building?</p>	<p>That will be a central question of the environmental review process for the DISC program. The station is on the national register and any change to it will need to be approved by the State Historic Preservation Office under the Section 106 process. Unsure of what will happen at this point, but the project will require additional widths for the rail platforms.</p>

**Next CWG Meeting:** *May 11, 2021, 4:00 PM, Zoom*

**Prepared by:** Kate Christopherson (VTA)

**Concurred by:** Joseph Clayton (VTA)

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