



## **28th Street/Little Portugal Community Working Group Meeting**

**Date of Meeting:** February 10, 2021 (4:00 p.m. to 5:10 p.m.)

**Location:** Zoom

### **Attendees:**

Members in Attendance: Ricardo Agredano, Terry Christensen, Danny Garza, Matt Gustafson, Mimi Hernandez (on behalf of Connie Alvarez), Bill Rankin, Justin Triano, and Davide Vieira

Members not in Attendance: Elma Arredondo, Carlos Diaz, Jeff Levine, Cobán López, Helen Masamori, Chris Patterson-Simmons, and Eric Thacker

Other Speaking Attendees: Bernice Alaniz (VTA), Gretchen Baisa (VTA), Eric Eidlin (City of San José), Nanci Klein (City of San José), 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
- Community Outreach
- Diridon Station Area Update
- Review Action Items and Next Meeting Dates

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

- Schedule interview with Alum Rock Santa Clara Business Association to collect feedback for Small Business Resource Study
- Provide details concerning timing on when VTA will go to the Board and City Council concerning parcel leases to be used for the future Five Wounds Trail
- Include link to City of San José's Anti-Displacement Strategy in meeting summary [link below]

Comment, Issues, and Questions	Response
<b>Follow-Up Items</b>	
No questions/comments from CWG members.	
<b>CWG Member Report Out</b>	
The Plata-Arroyo Neighborhood Association has been trying to contact as many neighborhood associations and neighbors as possible, as well as speaking with organizations linked with the Association.	Comment noted.
Received feedback from folks on the CommUniveristy email list and from Naglee Park with concerns regarding VTA's planning for construction mitigation efforts.	Comment noted.
The Alum Rock Santa Clara Street Business Association is also concerned about the construction mitigation piece. Also want to know more about VTA's active efforts to support businesses before putting shovels in the ground.	Comment noted.
Shared the virtual reality flyover video on the Five Wounds Facebook page in January, which reached 1,240 people, had 144 engagements, and 3 shares. Anecdotally, people cringe when they see the big parking structure in the flyover.	Comment noted.

<b>Government Affairs</b>	
<p>[Public] Claimed the Expedited Project Delivery (EPD) application submitted is invalid. Claimed there isn't \$1.75 billion available in 2016 Measure B and the bonding capacity for 2000 Measure A has been exhausted because Phase I was \$1.1 billion over project cost.</p> <p>Advised the VTA Board to drop the EPD application and return to New Starts to get a higher matching level from the federal government as opposed to the 25% that comes with the EPD Pilot Program.</p>	<p>As for Phase I, 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</li> </ul>

	<p>has a \$2.42 billion total project cost, pursuant to the FTA defined project in the Full Funding Grant Agreement.</p> <ul style="list-style-type: none"> <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 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>
<b>Phase II Update</b>	
No comments or questions from CWG members.	
<b>Community Engagement</b>	
Can VTA elaborate on the Small Business Task Force? Is this the City of San José Business Task Force?	<p>VTA has organized its own small business task force for the Phase II Project. It is a separate effort from the City of San José’s Small Business Task Force.</p> <p>VTA’s task force was put together as a response to the Bus Rapid Transit (BRT) construction allowing for continual discussion with the business community before and during the Phase II Project’s construction. The task force will run throughout the life of the project. It is</p>

	<p>comprised of business organizations all along the alignment and includes Chambers of Commerce, Small Business Development Centers (SBDCs), City of San José, etc.</p> <p>The task force has received updates on the Small Business Resource Study. The study includes analyzing data, both immediately adjacent to station areas and a quarter mile out from construction staging areas, to get a better understanding of business mix and trends. The study has completed case studies on other projects that are similar in scope and scale to understand their business mitigation programs. It has also completed a number of business service provider interviews.</p> <p>The task force is trying to better understand what has resonated within the community and within San José, what works and what doesn't work, and best practices for getting feedback. The study is being finalized right now and will then route it through the internal review process.</p>
<p>There seems to be on-the-ground, grassroots members. However, how do the Chambers, SBDCs, and others fit in? Who else is part of this task force?</p>	<p>The silicon valley organization (svo), Silicon Valley Central Chamber, San José Downtown Association, The Alameda Business Association, Minority Business Consortium, Alum Rock Business Network, Alum Rock Santa Clara Street Business Association, and East Santa Clara Street Business Association are part of the task force as well.</p> <p>VTA developed this task force in response to the BRT project because lessons learned strongly indicated that there wasn't enough communication. VTA is applying lessons learned and doing this leg work years before construction starts. It is important to note that the construction here is different than what</p>

	<p>happened with BRT. The construction for the 28<sup>th</sup> Street/Little Portugal BART Station will take place mainly on the parcel (i.e. on private property). There will be work done on the streets around, and there will certainly be impacts, but it's a very different project than street level BRT construction.</p> <p>VTA hears the concerns of its CWG members and is incorporating feedback and applying lessons learned now. VTA is making sure that it is communicating with the business community early and often, talking with CWG members and other agencies to understand best practices and really try and get this right.</p>
<p>There are a lot of positive things that can come from this project, but the preference this time is not to react but to be proactive. Would be interested in reviewing the details of the Small Business Resource Study when VTA has finished preparing a draft.</p>	<p>VTA anticipates pulling the task force together soon to review the study. VTA will re-forward an email to the Alum Rock Santa Clara Street Business Association for an interview to incorporate into current work.</p>
<p>Was the Hispanic Chamber one of the organizations included in the Small Business Task Force? If so, who is the representative?</p>	<p>No. VTA reached out to the Hispanic Chamber to participate, and they declined to join the task force. VTA was able to speak to staff a few months ago to keep them apprised of the Small Business Resource Study effort.</p>
<p>Here we are struggling to get minority businesses working, and the Hispanic Chamber is not talking to the project. What was their reasoning for not participating?</p>	<p>VTA acknowledges that the BRT construction was difficult in many ways. VTA is doing its due diligence and making sure to connect with folks early. It's helpful for everyone if they talk to VTA early and be part of the solution. That's the whole purpose of this effort.</p>
<p>With the range of CWG members involved, Hispanic businesses have good representation. VTA does not need the Hispanic Chamber.</p>	<p>Comment noted.</p>
<p>Is the draft Construction Transportation Management Plan (CTMP) an accessible, public document?</p>	<p>No, VTA will not be releasing the draft CTMP to the CWG. VTA has been meeting with stakeholders throughout CTMP development. Currently, the draft</p>

	<p>CTMP is still a work in progress, and VTA is working with City partners to develop it.</p>
<p>It is the Plata-Arroyo Neighborhood Association's hope that communication is open, honest, and transparent. It is the Plata-Arroyo Neighborhood Association's hope that before the construction impacts happen, the neighborhoods can review and coordinate better plans. All construction employees are required to take VTA to work. We're talking about getting people out of cars, so let's put our money where our mouth is. They can take a shuttle to work every day like we did for the big transportation projects at the airport and construction workers parked three blocks away.</p>	<p>VTA has included specific language in its environmental document and CTMP requiring construction worker parking to take place in construction staging areas.</p>
<p>If VTA starts construction at the West Portal, when will it show up at 28<sup>th</sup> Street?</p>	<p>VTA is still determining when construction will start at 28<sup>th</sup> Street. VTA does not have the phasing yet. The contracts are design-build, which means that VTA will be working with the contractor to work through construction phasing.</p> <p>Because the stations are a separate contract from the tunnel and trackwork, there will most likely be concurrent activities. For example, if the tunnel work does go from west to east, the tunnel construction does not have to get all the way over to 28<sup>th</sup> Street before station construction starts. VTA will have a better idea regarding the timing once the RFPs are released, but there will likely be concurrent construction.</p>
<p>The leases on the trail properties with the adjacent businesses are going to expire soon. If VTA is not going to show up in the neighborhood until five years from now or even sooner, it would be preferable to have a trail on those properties. If VTA can't have a trail, keep those businesses there to keep that land used, occupied, and have eyes on the property.</p>	<p>Comment noted. We will provide an update at a future meeting.</p>

<p>Lease extensions must be coordinated with the possibility of transfer of ownership to the City, County, and Open Space Authority. VTA does not want the leases running into City ownership when it can be starting mitigation work on the railroad line.</p>	<p>[City of San José] The conversations on William to Whitton and the overall future trail are going very well. VTA has gone through the bulk of the issues. Will need to double check timing on when VTA will be going to the Board and the Council, but it is much closer than before.</p>
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<p><b>Diridon Station Area Update</b></p>	<p><i>This update and the responses below were provided by representatives of the City of San José.</i></p>
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<p>Have there been any updates or decisions made on the historic Diridon Depot building?</p>	<p>The historic building is one of the most pressing issues the DISC Partners need to look into regarding the environmental front. The environmental strategy is a priority ahead of us. The historic depot is a real asset to the community, and whatever the DISC Partners propose it needs to be approved by the State Historic Preservation Office. Based on the engineering work to date, the DISC Partners will need to expand the tracks, and the building will likely need to move. It's still preliminary at this point, and that's next on the agenda.</p>
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<p>Is it possible to move the building?</p>	<p>This has been done in San José. It's not cheap, but it is a possibility.</p>
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<p>Any talk of a BART entrance on the north side of Santa Clara Street (the arena side) or pedestrian bridges to get people out of the Arena, over Santa Clara Street and to the BART station?</p>	<p>There has been quite a bit of discussion, but nothing is certain. In terms of directness of trips, an underpass would be better than an overpass. The BART representative of the Diridon Joint Policy Board mentions the importance of this at every meeting.</p> <p>[VTA] VTA's work does not preclude an entrance on the SAP Center side of the street, but that is not in the plan right now. SAP Center does street shutdowns at the end of events, which would still take place regardless of whether an overpass or underpass is included.</p>
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<p>The housing units in Google's project will not stop any displacement because the county average median income (AMI) will</p>	<p>The City shares the concerns about affordability. Of the thousands of housing units in the Downtown West Project, the</p>
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<p>not allow people who make under \$48,000 to afford them. That is why we recommend using the AMI for zip code 95116. County AMI is \$156,000. Zip Code 95116's AMI is \$48,000. Those of us in the 95116 zip code cannot afford to live there.</p>	<p>City's Housing Department is working to make a good amount of those at 30% AMI. It will be even lower than the extremely low, and there will be units that have supportive services, so there is a deep understanding of just how expensive it is and working to address the issue. Further, there will be work from the City and even beyond, to preserve units that are in the area. The work will be to purchase those units and put 55-year deed restrictions on them so they'll hold steady at the prices and AMI levels that they are at now. A lot is being done through the Google and the City.</p>
<p>That is the County's numbers, not the zip code 95116's numbers.</p>	<p>Comment noted.</p>
<p>Somos Mayfair is aware that displacement pressures go beyond the Diridon area. Can anti-displacement policies be included with the Phase II Project, especially since there is open land for development that's coming out further into the east side?</p>	<p>The City would like to point out the anti-displacement strategy is available online: <a href="https://www.sanjoseca.gov/your-government/departments-offices/housing/resource-library/housing-policy-plans-and-reports/citywide-anti-displacement-strategy">https://www.sanjoseca.gov/your-government/departments-offices/housing/resource-library/housing-policy-plans-and-reports/citywide-anti-displacement-strategy</a>.</p> <p>There is recognition that transit is fantastic, but it also brings challenges, particularly displacement. On Feb 23<sup>rd</sup>, there'll be an update to the inclusionary housing policy that technically housing has already directed staff to do but was delayed due to COVID. Staff will be bringing the updated inclusionary policy to City Council on Feb 23<sup>rd</sup>, and it strives to get affordable housing built onsite as opposed to in-lieu dollars that can be somewhat challenging because affordable is so expensive to buy more land to do a project. Significant steps are being taken, but the City recognizes that the need is great.</p>
<p>It is only displacement when it forces poor out and not make the new rents affordable.</p>	<p>Comment noted.</p>
<p>[Public] Claimed City will have problems getting the affordable housing.</p>	<p>Comment noted.</p>

**Next CWG Meeting:** *May 12, 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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