



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

**Date of Meeting:** May 11, 2021 (4:00 p.m. to 5:40 p.m.)

**Location:** Zoom

### **Attendees:**

Members in Attendance: Carol Austen, Fred Buzo, Elizabeth Chien-Hale, Larry Clark, Jim Goddard, Dana Grover, Scott Knies, Charlie Faas, Adina Levin, Bert Weaver, and Alan Williams

Members not in Attendance: Jeffrey Buchanan, Chris Morrissey, and Nikita Sinha

Other Speaker Attendees: Bernice Alaniz (VTA), Gretchen Baisa (VTA), Ron Golem (VTA), Olga Medina (VTA), Gregory Parks (CalMod), and Michael Smith (VTA)

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

Project Team not in Attendance: N/A

### **Meeting Agenda:**

- Welcome and Introductions
- Follow-up Items
- CalMod Update
- Phase II Update
- Phase II Funding
- Phase II Disadvantaged Business Enterprises (DBE) / Small Business Enterprises (SBE) Opportunities
- Real Estate & Transit-Oriented Development
- Community Outreach
- CWG Member Report Out
- Review Action Items and Next Meeting Dates

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

- Response to various Caltrain questions (*included below*)
- Responses to Phase II Update questions (*included below*)
- Response to whether OBD affected by cyber-attack (*included below*)
- Determine whether bonuses and/or penalties are included in Contract Package language (*included below*)

Comments, Issues and Questions	Response
<b>Follow-Up Items</b>	
[Public] Please consider engaging Google/LendLease on how the Construction Transportation Management Plan (CTMP) is supposed to work.	Opinion noted.
<b>CalMod Update</b>	<i>This update and the responses below were provided by representatives of Caltrain/JPB</i>
What is current thinking for timing of bullet trains for San Francisco to San José?	Some options being considered. For baby bullet train, can keep at the same travel time but add stops or not add stops and decrease travel time by 15 minutes. No final decisions have been made yet.
Will there be a safe place to watch the test trains?	Testing is happening in phases. For the first phase, the test track will be just south of Santa Clara Station, so anyone can view test trains from that station's platform. The next phase of testing will be in Segment 4, so anyone in that area can see trains while at Caltrain stations.
How much progress has been made to get the remaining funding to electrify Caltrain's entire fleet?	Caltrain was fortunate to get funding from the State for an additional 19 electric railcars. Caltrain continues looking for additional funding to electrify the remaining 25% of the fleet. Hopeful that there will be specific programs in the Federal infrastructure bill to support this.
Are there any modifications being made to Central Equipment & Maintenance Facility (CEMOF) aside from electrification?	Only providing electrical infrastructure, including adding poles and wires. There is the need for an electric train parts storage area, for which a steel tent (also known as "sprung" structure) will be provided.
[Public] Passenger service will not happen before 2024 at the earliest.	Opinion noted.
[Public] Please read the electrification Environmental Impact Report scoping comments about context-sensitivity of back to back cantilevers and head spans.	Opinion noted.
[Public] What happened to the connection to the Dumbarton Corridor?	In spring of 2021, Facebook concluded the end of their partnership on the Dumbarton Rail Corridor Project taking the project through pre-environmental work, which looked at potential alignments and vehicle technologies and some preliminary cost estimates. SamTrans, as the owner of the corridor, held several virtual public meetings with community members. Here is a slide deck from the most recent

	<p>presentation in March:  <a href="https://www.samtrans.com/Assets/Dumbarton+Rail+Corridor/PDFs/Dumbarton+Public+Meeting+Slides+3.15.21+final.pdf/">https://www.samtrans.com/Assets/Dumbarton+Rail+Corridor/PDFs/Dumbarton+Public+Meeting+Slides+3.15.21+final.pdf/</a>  The SamTrans board is expecting to hear an update and potential next steps in late summer.</p>
[Public] What happened to the electrified double-tracking to Gilroy we voted for back in 2000?	<p>The right-of-way (ROW) south of Tamien and down to Gilroy is not owned by Caltrain JPB. It is owned by Union-Pacific. For that reason, the current electrification project goes as far as the ROW that Caltrain owns.  Electrification of the line to Gilroy was included as part of the 2040 Service Vision in the Caltrain Business Plan adopted by the Joint Powers Board in 2019. You can find more information on the Business Plan here: <a href="http://www.Caltrain2040.org">www.Caltrain2040.org</a></p>
[Public] Does the paralleling station south of Tamien interfere with the 3-Creeks Trail?	No. The paralleling station's location adjacent to the tracks and on Caltrain ROW would not interfere with 3-Creeks Trail.
[Public] What you will be testing at 20 MPH on a 1.2 mile track?	Caltrain anticipates testing the new electric trains in summer 2021. Testing will start on a 1.2 mile track within CEMOF before moving onto the Caltrain corridor.
<b>Phase II Update</b>	
Curious to know more about the project's design criteria/requirements. For instance, in previous station renderings there were no escalators, only elevators. Is vertical circulation part of the design criteria? How are VTA and BART working together on this, and will the design criteria go to the respective boards? The last joint VTA-BART board meeting was last year, and the 2021 calendar is empty.	<p>BART has existing criteria for systems and facilities. Leads from VTA and BART are working to align the project's design to that criteria. VTA also will be restarting Design Review Committees (DRCs), which were originally initiated in 2007. This effort is being picked up, and VTA is planning to hold the first meeting on June 30. The DRCs will involve the public (including CWG members) and City staff.</p> <p>Downtown Station will include main entrance, secondary entrance, and east emergency egress and vent facility.</p>
Where is the second Downtown San José Station entrance?	The second station entrance will be between 1 <sup>st</sup> and 2 <sup>nd</sup> Streets. The primary entrance will be between Market and 1 <sup>st</sup> Streets. An emergency egress will be provided at 3 <sup>rd</sup> and Santa Clara Streets.
The Downtown Association would like to see the design criteria for where the second station entrance would be. This should be shared with CWGs.	Opinion noted.
When would the DRCs restart?	VTA will hold first DRC meeting on June 30. There will be an executive level meeting and a meeting

	with various community stakeholders monthly through October.
[Public] How is VTA coordinating tunnel and station design to ensure an easy connection? Is passenger circulation being considered and, if not, why not?	VTA facilitates integration meetings between the design teams. The interface between the two contracts is of high importance to VTA - both from a design standard to ensure a seamless passenger experience, as well as from a contract and construction management standpoint. Passenger circulation is a key consideration in design and integration.
[Public] How can VTA possibly award contracts without CEQA/NEPA clearance?	VTA's BART Phase II Project received environmental clearance in 2018 after circulation of the Final SEIS/SEIR.
<b>Phase II Funding</b>	
A while back there was a Mercury News story entitled "Pelosi's Subway': BART to San José funding pulled from COVID stimulus, report says". Can you speak to this and whether it had any impacts on the project?	Congress was debating legislation that would provide additional funding for COVID relief, intended to offset impacts to any local funding (loss of sales tax, etc.). The Phase II Project's funding plan did not include this.
<b>Phase II DBE/SBE Opportunities</b>	
What type of projects are available for small businesses to compete for?	VTA's two biggest upcoming projects are VTA's BART Phase II and the Eastridge Connector Light Rail project. The entire presentation and all projects are listed in the presentation recorded and hosted on the Office of Business Diversity website. <a href="https://www.vta.org/business-center/business-diversity-programs">https://www.vta.org/business-center/business-diversity-programs</a>  Please reach out to the Office of Business Diversity Programs ( <a href="mailto:obdp@vta.org">obdp@vta.org</a> ) for any other DBE/SBE questions.
[Public] Was VTA's DBE/SBE information exposed to the recent data breach?	To the extent of finding SBE firms only. The databases were not affected.
<b>Real Estate &amp; Transit-Oriented Development</b>	
Has VTA been able to acquire the remaining two corner parcels on the VTA Block?	There are four corner parcels (one owned by Jay Paul and the other three are owned by Swenson). The Phase II Project's environmental document only cleared the Chase Building. VTA does not have plans to acquire the corner parcels. They are not needed for construction of the Downtown San José Station. VTA will coordinate with the corner property owners to create a single plan of transit-oriented development on the VTA Block.

<p>[Public] Why can't VTA defer the design of the BART station to Google in partnership with the community (and BART) just like the rest of Downtown West?</p>	<p>Opinion noted.</p>
<p>[Public] At the Diridon BART Station, please consider a promenade or causeway for pedestrians interchanging between VTA light rail and buses, Caltrain, BART, and SAP Center at the station levels below ground. The sides might be lined with convenience, commercial, restaurants, etc. and become commercially valuable. That avoids hordes of pedestrians crossing Santa Clara Street at grade. The cost can be shared by the developer.</p>	<p>Comment noted. This is one challenge for the Diridon Station Area and the Downtown Station. Ensuring safe access for all will take careful coordination. The other side, which we've seen in other cities, is foot traffic from the station is the magic ingredient in re-activating downtown retail. If we start diverting that pedestrian traffic, we may not get the benefit of activation elsewhere.</p> <p>For the BART Phase II Project, VTA is not precluding an additional future access point to the south side of Santa Clara Street for the Downtown Station. However, that future access is not part of VTA's BART Phase II Project.</p>
<p><b>Community Engagement</b></p>	
<p>Will the CTMP language regarding the 13<sup>th</sup> Street Mid-Tunnel Facility's be in the Stations (CP4) RFP?</p>	<p>Currently, VTA has one Draft CTMP that includes all the project element areas, and it will be included in all four contract packages (CPs). The Design-Build Contractor will finalize CTMPs for each CP. Since CP2 includes in the mid-tunnel facilities, the CP2 Final CTMP will include the access requirements for the 13<sup>th</sup> Street Mid-Tunnel Facility.</p>
<p>Does CTMP include penalties for contractors/subs not complying with the CTMP? If so, do those penalties escalate?</p>	<p>The Draft CTMP is a reference document in the contract package, and it does not include any language on penalties. However, there are various Liquidated Damages for failure to achieve certain things, including compliance with the CTMP. They do not escalate. Phase I did not include penalties.</p>
<p>Would bonuses be provided to Contractor if they complete work on time? Recommend penalties that escalate with repeated violations should be built into the contract.</p>	<p>VTA is considering a bonus for early completion of certain work but not for completing on-time.</p>
<p>Looking at Community Outreach Project Implementation Plan (COPIP) implementation, will VTA be running services inhouse or contracting out?</p>	<p>We are putting in a request for a Construction Relations Officer for CP2 and CP4 to support these efforts. Also looking at bringing in community-based organization (CBOs) as appropriate. Finally, VTA will be bringing on additional staff for the project's External Affairs Outreach Team.</p>
<p>Is the Draft CTMP available for review?</p>	<p>It is a reference document for procurement documents; therefore, it is unavailable for review. We can assure you the draft includes environmental commitments.</p>

	Once the contractor is on-board in 2022, they will develop the final CTMPs (one per contract package) in coordination with VTA, the Cities of San José and Santa Clara, and the community. A public meeting will be held to collect input for consideration. We will also share with this group.
Is the Small Business Task Force only for VTA's BART Phase II Project? Is it related to the DBE/SBE presentation?	The Small Business Task Force is specific to the VTA's BART Phase II Project. The Task Force is focused on concerns/issues for businesses during project construction.  The Office of Business Diversity Programs is trying to bring small businesses into contracts VTA-wide, including the BART Phase II Project. The two are separate but closely related.
Thanks for bringing in JC Lacey to develop the Business Resources Program.	Thank you, noted.
<b>CWG Member Report Back</b>	
Delmas Park Neighborhood Association is in a watchful waiting period right now, with so many things in flux in the neighborhood (including Diridon Station Area Plan, Downtown West, Diridon Integrated Station Concept, etc.). The neighborhood association sees them as something coming, but there is no concrete work going on right now. The group generally supports all these projects, but there is apprehension/some anxiety about how things are going to develop.	Thank you, noted.

**Next CWG Meeting:** September 21, 2021, 4:00 PM, Zoom

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

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

**Distribution:** CWG Members  
Project Team  
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