



Santa Clara Community Working Group Meeting

Date of Meeting: September 23, 2021 (4:00 p.m. to 5:30 p.m.)

Location: Zoom

Attendees:

Members in Attendance: David Cajigas, Jonathon Evans, Ron Miller, and Jack Morash

Members not in Attendance: Luke De Vogelaere, Curtis Leigh, Christian Malesic, John Urban, and Ana Vargas-Smith

Other Speaker Attendees: Gretchen Baisa (VTA), John Caulfield (VTA), Doug Moody (VTA), Erica Roecks (VTA), and Peter Sokoloff (Foster & Partners)

Project Team in Attendance: Joseph Clayton (VTA) and Kristen Mei (VTA)

Project Team not in Attendance: Bernice Alaniz (VTA) and Kate Christopherson (VTA)

Meeting Agenda:

- Welcome and Introductions
- Follow-up Items
- Phase II Update
- Phase II Project Delivery Methods
- Look & Feel of the Station
- Station Access & Circulation
- Community Outreach
- CWG Member Report Out
- Review Action Items and Next Meeting Dates

Follow-Up Items:

- Estimated ridership needed to collect fare revenue to cover operating costs
- Cost of tunnel from Diridon Station to West Portal
- Percentage of Contract Package 3 cost between Santa Clara Station and Newhall Maintenance Facility

Comments, Issues and Questions	Response
Follow-Up Items	
No comments or questions.	
Phase II Update	
What is the significance of the Letter of Intent from FTA?	Once VTA receives the Letter of Intent, FTA funding will be made available to the Phase II Project. VTA anticipates hearing an update on whether it will be receiving the Letter of Intent imminently.
How many riders are needed for fares to cover annual operating costs of the Phase II Project?	Fare box recovery, the ratio that fares cover operational costs, varies from agency to agency. At its highest, BART's fare box recovery has been at 75.6% (2015). VTA and BART have an Operations and Maintenance Agreement which contains very complex formulas related to current and long-term operations, maintenance, and capital improvements of the BART system. Ridership is one of many variables included in the formula. Currently, VTA's Cost Obligations to BART covers Phase I operations and maintenance. When Phase II is in revenue service, VTA Cost Obligations will increase. Because ridership is part of the formula, the payment will correlate to the ridership increases associated with service resulting from the Phase II Project.
Phase II Project Delivery Methods	
What is the cost of the tunnel from Diridon Station to West Portal?	Discrete cost data based on VTA's Engineer's Estimate is not information that can be shared publicly at this time due to the sensitivity of the in-progress procurement process. VTA will provide project cost estimate updates after the CP2 contract is awarded and the design-build team is underway next year.
How much of Contract Package 3 (CP3) is designated for the Santa Clara Station versus Newhall Maintenance Facility?	Due to being at the early phase of the contracting process, this information is not yet known.
Station Look & Feel	
Are "wood-like" materials sustainable? My understanding is faux-wood façade is plastic, which is not very sustainable.	Foster & Partners initially considered using real wood in the station; however, wood does not meet BART's durability or safety requirements. Therefore, any façade that looks like wood would be "wood-like". For sustainability, the team is looking at using recycled materials.
Based on initial renderings, it seems VTA is making it hard to access Santa Clara	VTA explored a ground level entrance and direct tunnel connection to Santa Clara Caltrain Station,

Station. Don't understand why passengers need to go above the platform and then back down. At 4 th and King, passengers can access the platform from ground level. It would great if the tunnel connecting Santa Clara BART Station to Santa Clara Caltrain station went under the BART tracks to directly connect to the BART platform.	and there are various reasons why they're not possible, such as cost or feasibility.
It's worth fighting for more sustainable materials. The climate is changing, and we need to be part of the solution, not the problem.	Opinion noted.
[Public] Not being able to use sustainable materials because they do not meet BART requirements feels like a cop-out. Agree there needs to be more dialogue with BART on that. In addition, it's difficult to ask the public to weigh in on aesthetics when they see issues with station accessibility in the renderings. Public deserves to know what led to these current designs and what the trade-offs were.	Opinion noted.
What is the preferred design outcome post-public engagement?	VTA is still analyzing the data from the public engagement effort. VTA can share an update at the November meeting.
Does the community need to reach out to BART to get them to change their standards so VTA can use more sustainable materials in these stations?	To clarify, BART is not opposed to using sustainable materials. They specifically oppose using wood. One could argue replacing wood every 15-20 years is not sustainable. BART is okay with using other sustainable materials, such as aluminum, which is recyclable.
Station Access & Circulation	
What is included in the circulation work with the City of Santa Clara? Is it access points?	VTA and the City are looking at access from all possible station users, such as pedestrians, bicyclists, and drivers.
Today people can connect to the San José International Airport from the Santa Clara Caltrain Station. Is it possible to move that connection to the BART side?	The City of San José is currently studying airport connection options from Diridon Station. Due to this, VTA is not investigating airport connection options from the Santa Clara BART Station.
Will costs and tradeoffs of access alternatives be shared at the November meeting?	We can cover the various alternatives and the agreed upon concept, but VTA will not share cost estimates.
It feels like VTA is designing a deficient station because it costs too much to build it	Opinion noted.

right. It would help to understand the constraints and technical requirements behind the current design and how much improvements would cost. It's saddening to see how much taxpayer funding we're using to build a second-class transit station by the transit agency.	
Want to ensure VTA is looking at how e-bikes and e-scooters will access the BART station from the Caltrain side.	Micro-mobility has been a discussion item with the City of Santa Clara. They are in the process of updating their policies on this subject.
[Public] Having to go from ground level up to the concourse and then down to the platform makes access harder.	Santa Clara Station is on top of the yard. There will be BART storage tracks adjacent to the street, so VTA had to design the station so passengers go up and over the storage tracks to get to the platform.
[Public] Understood. It appears the station was designed around the yard and maintenance facility's needs rather than passengers.	Opinion noted.
[Public] With which City of Santa Clara Departments has VTA been coordinating? Has Bicycle and Pedestrian Advisory Committee (BPAC) been involved?	VTA has met biweekly with the City's Public Works and Planning departments. VTA is going to the City's BPAC meeting in October.
[Public] How much change is possible to the station's access designs once the contractor is on-board?	The current station access coordination work has been to develop a concept for bidding purposes. Once the contractor is on-board, they will work with VTA and the City on iterations.
There already has been a lot of community feedback. Will there be changes made to incorporate it into Contract Package 4 Request for Proposals?	VTA takes community feedback and provides it to the engineering team. They consider it amongst numerous variables. Whenever feasible, designs are changed to incorporate community feedback.
Will vehicle access to parking be primarily from Brokaw Road?	Yes and from the future Champions Way.
Community Engagement	
No comments or questions.	
CWG Member Report Back	
There have been leadership changes at Santa Clara University. Been catching staff up on the project.	Comment noted.
Santa Clara Depot is open again.	Comment noted.
Old Quad Neighborhood Association shared the Stations Look & Feel information and website with email list. Connectivity is the primary concern of this group.	Comment noted.

Next CWG Meeting: November 17, 2021, 4:00 PM, Zoom

Prepared by: Kate Christopherson (VTA)
Concurred by: Joe Clayton (VTA)

Distribution: CWG Members
Project Team
City & Public Agency Staff
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