



Downtown-Diridon Community Working Group Meeting

Date of Meeting: May 17th, 2022 (4:00 p.m. to 5:30 p.m.)

Location: Zoom

Attendees:

Members in Attendance: Adina Levin, Alan Williams, Charlie Faas, Chris Morrissey, Elizabeth Chien-Hale, Fred Buzo, Jim Goddard, Scott Knies

Members not in Attendance: Bert Weaver, Carol Austen, Dana Grover, Derrick Seaver, Edgar Arellano, Jeffrey Buchanan, Larry Clark

Other Speaker Attendees: Bernice Alaniz (VTA), Doug Moody (VTA), Erica Roecks (VTA)

Project Team in Attendance: Marissa Sanchez (VTA), Kristen Mei (VTA), Lucas Perez (VTA)

Project Team not in Attendance:

Meeting Agenda:

- Welcome and Introductions
- Focused Follow-up Items
- CWG Chairs & 2022 CWG Workplan/Survey Discussion
- Phase II Updates: May Board Recap
- Contract Specific Construction Transportation Management Plan Process
- CWG Member Input & Report Out
- Next Steps

Follow-Up Items:

- VTA timeline on in-person/hybrid meetings
- Potential workshop with CWGs (after third party peer review study is completed) on how station could affect DTSJ
- VTA to provide CWG feedback regarding single- and twin-bore entrance locations to third-party consultant as they begin the peer review evaluation.

Comment, Issues, and Questions	Response
Focused Follow-Up Items	
Is the Business Resource Program JCL report available to CWG members?	The JCL report is internal at this point. We'll know more details related to the next steps and timing for finalizing the plan when we receive direction from the VTA Board of Directors, which we are planning to take to the Board in August.
CWG Chairs & 2022 CWG Workplan/Survey Discussion	
Fred Buzo (SPUR) nominated for Downtown-Diridon CWG Chair.	No objections or others nominated. Fred Buzo confirmed as Downtown-Diridon CWG Chair.
When will CWG meetings be in-person?	The BSV team will continue to follow VTA's lead on in-person meetings. In-person and/or hybrid meetings will be held as soon as permitted and outlined by VTA.
SPUR and others (e.g., San Jose Downtown Association) are also interested in the coverage of transit rider issues that weren't voted upon in survey results.	Comment noted.
Need to coordinate Diridon station efforts with Joint Policy Advisory Board (JPAB) — will need joint environmental impact document for the Diridon BART station and the Diridon Integrated Station Concept Plan.	The BSV Project has already has Diridon BART station environmental clearance. Any further environmental studies will be included as part of DISC project environmental efforts and updates on that would be provided at the JPAB meetings.
Viva Calle may be another good opportunity for tabling.	Comment noted.
BART is performing a second independent assessment of both single- and twin-bore. Please confirm that this will not create significant delay within the project schedule.	The third-party peer review was requested by the mayor and other council members at the same time as the Stage 1 services for Contract Package 2 (CP2) was awarded. As such, VTA will concurrently be carrying out the peer review on a parallel path while the CP2 Stage 1 services begin. The review is estimated to take around 3 months. VTA is confident that single-bore is the right direction for the Project and is confident that the third-party peer review will reconfirm this.
Phase II Updates: May Board Recap	

With regards to the slide that was presented as single-bore vs. twin-bore – the mayor’s memo also mentioned looking at features and transit experience needs (e.g., multiple station entrances, transfer to other transit lines, mitigating impacts to businesses, etc.) and included more of a focus on rider experience.	The exact scope of study is still to be determined, but it will holistically examine both options, not just tunnel methodology.
How can VTA engage CWGs in weighing how the Downtown BART Station is experienced by Downtown San Jose?	After the study is performed, we will look into potentially hosting a workshop to gather input. It is hard to determine at this time before the study is completed.
What is the planned start of customer operations? I'm assuming that's not the same as the late 2028 milestone on the chart.	2028 called out in the procurement update slide is when we anticipate substantial completion of the construction of the project. After that timeframe, the project will be going through BART system testing, rail acceptance, and the California Public Utilities Commission Certification, which is anticipated to take roughly two years with revenue service anticipated to begin in 2030.
Subway entrances are on both sides of the twin-bore concept, not one side as shown on the PowerPoint slide.	Noted. Feedback will be provided to VTA and third-party consultant as they begin the evaluation.
When does the independent review start?	The entire independent review process will take three months from start to finish, however the start date has still yet to be determined.
Feedback needs to come in a timely manner to ensure it gets to the board before decisions are being made.	Comment Noted.
Are there designated areas where cut-and-cover will be required in the downtown area? Will the project require single-bore through the arena area to minimize construction impact on streets above? Could analysis potentially change the methodology used?	The study will compare the twin-bore project to the current single-bore project with off-street stations. It is currently too soon to tell how the analysis could change the project. We will compare benefits and detriments to both concepts.
How are BART staff being engaged in the process?	BART staff actively work to ensure VTA meets BART facility requirements. BART may weigh in on who performs peer review but will be hands-off during

	the review process to ensure that the results are as objective as possible.
Will the potential 2030 - 2034 delay be part of the assessment?	Assessment will examine how potential changes to scope (e.g., single/twin-bore) will affect overall timeline of the project.
I'm assuming that even with single-bore, we will still have a short period of cut-and-cover construction at 13th Street for the ventilation/emergency egress site.	There will likely be some cut-and-cover for the ventilation/emergency egress sites, but the 13 th Street Mid-Tunnel Facility will still remain off-street.
Contract Specific CTMP Process	
When do you anticipate Construction Transportation Management Plan (CTMP) review for 13th Street Mid-Tunnel Facility construction?	This is still to be determined. We will know once CP2 contractor is onboarded.

CWG Member Report Back	
Similar discussions are happening on a staff level as well (VTA, City, SJP, SAP, etc.)	Comment Noted.
Please consider avoiding Tuesday afternoons for future meeting dates because of conflicts with City Council meetings.	Comment Noted.
We will invite all CWG members to SJDA's BART public meeting on June 10.	Comment Noted.

Next CWG Meeting: August 16, 2022, 4:00 PM, Zoom

Prepared by: Kristen Mei (VTA)
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Distribution: CWG Members
Project Team
City & Public Agency Staff
Distribution List