



Santa Clara Community Working Group Meeting

Date of Meeting: April 26, 2018 (4:00 p.m. to 5:30 p.m. Followed by TOD Community Workshop)

Attendees:

Members in Attendance: John Urban, Jack Morash, Ryan Morfin representing Luke De Vogelaere, Sudhanshu Jain, Ron Miller and Chris Shay

Members not in Attendance: Nick Kasper and Rahul Chandhok

Other Speaker Attendees: Jill Gibson (VTA), Aaron Quigley (VTA), Gretchen Baisa (VTA) and Dennis Kearney (VTA)

Additional Project Team in Attendance: Erica Roecks (VTA), Tyla Daries (VTA), Karen Gauss (VTA), Ahmad Qayoumi (CSJ), John Davidson (City of Santa Clara) and Eileen Goodwin (Apex Strategies)

Location: Police Department Community Room A, 601 East El Camino Real, Santa Clara, CA

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow-up Items
- Government Affairs Update
- New Member Process
- Construction Education and Outreach Plan
- Phase II Update
- Transit Oriented Development Strategy and Access Planning Studies Update
- Review Action Items and Next Meeting Dates:

Next CWG Meeting:

Santa Clara Community Working Group: June 14th, 2018 – City Police Department: 601 El Camino Real, Avenue, Santa Clara, CA

Key Issues/Comments/Questions:

Comment/Question	Response
Follow Up items	
No comments noted.	
Government Affairs Update	
Is the idea of using RM3 relatively new?	Yes, it is a new opportunity.
How is the State surplus we are hearing about being competed for? Will there be fewer taxes as a result?	Transportation funds at the state level come from specific pots of funding not the general fund typically. We have not heard of any new process to fund transportation from the general fund.
What if RM3 fails?	VTA is always proactively analyzing and identifying funding strategies.
New Member Process	
Please save a spot for someone to represent the tenant of Coleman Highline when they occupy the spot. That would be a good addition to the CWG.	Comment noted. The Earthquakes volunteered to keep the group updated as to when tenants occupy the Coleman Highline.
Construction Education and Outreach Plan	
I submitted your contact information to local HOA heads has anyone reached out yet?	Not yet.
For construction wayfinding VTA should consider student art. SCU had great success with that concept.	Thank you for the suggestion. VTA plans to partner with schools and universities along the corridor. VTA also plans on engaging our partners to guide placemaking during construction.
Will there be a Santa Clara Field office?	Yes, eventually. VTA will start in downtown San Jose first where we have an existing office.
Phase II	
Please give us more details about the tour as soon as you know them	The Concord Maintenance Facility Tour will be from 8:15 am to approximately 3:00 pm on Friday, June 15 th . We will be meeting at the VTA River Oaks park and ride lot and commuting together by bus. Tour size is limited. Invitations and more information will be sent out soon to Santa Clara CWG members.
Where will the transitions take place between side by side tracks and vertical alignments?	A graphic of the transitions of single-bore can be found in the September 2017 Board of Directors Workshop slide deck on page 119 of the following agenda packet: http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/bod_092217_wrks_p_packet.pdf . VTA and BART will be refining the transition as we advance design.
Will there be dirt removal at both portals? What are the details?	The final SEIS/SEIR provides the flexibility to remove dirt from both sides. However, VTA will work with the contractor to determine construction sequencing and methods.
This general engineering consultant RFP	The RFP is to be released in May 2018, anticipating

when will it go out?	selection in the Fall 2018.
What is meant by “private” in P3 according to FTA?	VTA partnering with a Private entity on an element of the project, for example parking garages or parts of a station structure.
Transit Oriented Development Strategy and Access Planning	
In June we will see more detail on this background information?	Yes. There will be an update presented at the June CWGs.
How does this effort interface with City Planning?	Both Cities have members sitting on the TOD/Access Study’s Technical Advisory Group. Because VTA is not a land use authority, it is key to have City buy-in on the content and methodologies used to develop the Study. Working closely with the City ensures the Study’s ultimate recommendations are applicable and implementable.
The City of Santa Clara spent \$250k developing a plan they don’t seem to follow. I hope that isn’t the case here.	Working with the Cities, the TOD/Access Study builds on both past and current planning efforts to create accepted, effective, and implementable TOD strategies and policy. However, the Cities hold the land use authority to actually implement the strategies identified by the Study.
What are the distances indicated in slide 59 map in blue? The blue on blue is hard to see.	The study area identified on the map on slide 59 is roughly ¼ mile along the corridor and ½ mile around the stations. The TOD study will further evaluate more specific radii in each station area based off of several factors discussed in the TOD workshop. We will update the maps to make them easier to read.
Has VTA considered naming opportunities for stations as a way to raise money?	We can research that and discuss briefly at the June CWGs during the station naming process update.

Follow-Up Items:

- Report back on station naming opportunities and funding opportunities.

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

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Project Team
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