



*Solutions that move you*

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

**Date of Meeting:** February 6, 2018 (4:00 p.m. to 6:00 p.m.)

### **Attendees:**

Members in Attendance: Alan Williams, Deborah Arant, Asn Ndiaye, Charlie Faas, Bert Weaver, Jim Goddard, Adina Levin, Scott Knies, and Jaclyn Tidwell

Members not in Attendance: Bruce Friesen, and Derrick Seaver

Other Speaker Attendees: Jill Gibson (VTA), Gretchen Baisa (VTA), Karen Gauss (VTA), Mike Smith (VTA), Bill Ekern (CSJ), Yves Zsutty (CSJ) and Doug Moody (CSJ)

Project Team in Attendance: Erica Roecks (VTA), Tyla Treasure (VTA), Gretchen Baisa (VTA), Karen Gauss (VTA), Ahmad Qayoumi (CSJ), and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Leyla Hedayat (VTA)), Michael Brilliot (CSJ), and Brian Stanke (CSJ)

**Location:** City View Plaza Tower Conference Room, 100 W. San Fernando St. # 340, San Jose CA

### **Summary:**

#### **The Meeting agenda included:**

- Welcome and Introductions
- Follow-up Items
- Phase I Update
- Phase II Update
- Financial Update
- San Jose Diridon Integrated Station Concept Plan
- Transit Oriented Development Strategy and Access Planning Studies Update
- Trails Overview
- CWG Next Steps
- Review Action Items and Next Meeting Dates:

Next CWG Meeting:

Downtown/Diridon Working Group: April 24, 2018 - TBD

**Key Issues/Comments/Questions:**

<b>Comment/Question</b>	<b>Response</b>
<b>Follow Up</b>	
Public Comment: The CWG website does not include the public response from R. Lebrun to the VTA response to R. Lebrun's original letter related to the cut and cover and the London example	Comment noted.
<b>Phase I</b>	
Does the Next Network implementation still wait until the new Phase I opening date or can some of the service improvements go in before?	VTA has implemented some Next Network changes earlier this year with fare changes, introduction of 2 hour transfers and increased service along some routes. Next Network is a phased roll-out with many changes dependent on BART integration, which will be implemented in full when revenue service begins.
Will the Ad Hoc Financial Stability Committee have a report? If so, when?	That is still to be determined. We are just getting started in this process and the Ad Hoc Financial Stability Committee plans to meet monthly starting in March 2018. Keep an eye out for upcoming dates and meeting collateral that can be found on the VTA website here: <a href="http://www.vta.org/Get-Involved/Ad-Hoc-Financial-Stability-Committee">http://www.vta.org/Get-Involved/Ad-Hoc-Financial-Stability-Committee</a> .
What is the main reason for the slip?	Over the past several months, VTA has invested significant additional technical resources to the testing phase in an effort to expedite the project and to relieve some of the burden on BART when it takes over their phase of testing and training. BART has consistently stated that it prefers to have six months to complete pre-revenue operations. Despite these extraordinary efforts, it is necessary to push back the estimated opening date from the original June 2018 projection. VTA intends to complete Dynamic Testing by the end of March and then BART will then take control of the completed facilities and perform testing and training to fully integrate the system. To accommodate this process the estimated opening date has been forecasted to Fall 2018 as announced at the February 1st VTA Board Meeting.
What is going on with the new BART trains?	BART has 20 cars on site and expect to get more in

<p>I am reading about them being taken out of service.</p>	<p>March. 10 cars have been certified by the CPUC to carry passengers and 10 cars are going through their qualification testing and will then need to be certified by the CPUC.</p> <p>Production is ramping up and by the end of the year it will be in full swing and BART anticipates to get 16-20 new cars delivered each month. All 775 will be delivered by the end of 2022.</p> <p>BART is running the new cars during non-peak times. BART has no major concerns and there are no defects or safety issues with the new trains. Cars taken out of service from time to time are for routine and expected maintenance. This is normal and part of the process of bringing on a new fleet.</p>
<p>I hear there may be \$150m left over from Phase I. What will happen to that money?</p>	<p>If there is additional money from Phase I at the end of the project, the money couldn't be transferred to Phase II.</p>
<p>What type of retail is targeted at the Station in Berryessa?</p>	<p>Please contact Kevin Balak at <a href="mailto:kevin.balak@vta.org">kevin.balak@vta.org</a> or at (408) 321-7516.</p>
<p>Public Comment: Money will likely go to LRT to Eastridge. Also, BART was late on the Warm Springs Extension due to testing issues. Milpitas City Council, on a 3-2 vote, completely trashed the Milpitas Station Plan when they allowed the land use of a garage instead of housing so close to the station. Google must be involved up front during the planning for Diridon Area.</p>	<p>Comments noted.</p>
<p><b>Phase II</b></p>	
<p>With these workshops for the tunnel options are the experts the same people as the designers?</p>	<p>No, the experts have been industry experts from other transit agencies and retired construction experts with expertise in relevant areas. The single and twin bore refinements are being done by both of the tunnel design teams.</p>
<p>What happens in April at the VTA Board?</p>	<p>The Board is expected to approve the Project, which includes selecting single-bore or twin-bore tunnel methodology and certify the state environmental document.</p>
<p>I understand there is no major impediment to single-bore, what can the public do to influence the final decision.</p>	<p>The VTA Board and the BART Board are the policymakers that will make the decision. Reaching out to the Board members and making comments at the meeting would be appropriate.</p>
<p>I think the VTA Board already is supporting single-bore option, it would be best for</p>	<p>Comment noted.</p>

people to contact the BART Board I would think.	
The BART Board meeting on April 26 will be an important place to show our advocacy. Is the new work on twin-bore to “balance out” the work?	There was a need to have both options using the same standards. The twin-bore tunnel design needed to be refreshed to adhere to current standards for fire, life, safety and other codes that have been updated over the last decade.
So, you are perfecting the design. Are you also looking at construction issues?	Yes, VTA hosted a twin-bore construction workshop. VTA is interested in minimizing construction impacts under both options.
Was there a report from the November Peer review?	No. We did send the CWGs the PowerPoint that was the outcome of the session in November. There is no other report.
Is there a difference between tunneling options for fire, life, safety, and cost?	VTA will build a safe system regardless of which tunneling option is selected. The system will be in compliance with applicable codes and standards, including those of the National Fire Protection Association (NFPA) 130. Fire/Life/Safety systems for both options are comparable. Based on the current level of design, which is conceptual, the cost for single-bore appears to be slightly higher, but this is expected to be reduced as design advances. The refinements have not been addressed and are currently under review (including an impact to cost and schedule).
VTA is on the hook for the construction, operations and maintenance costs for the section in Santa Clara County so cost is not really a concern to the BART Board.	Comment noted.
Public Comment: There was a letter written by R. Lebrun in April 2017 to the VTA Board outlining many of the items that have come up in the peer review including the fire, life, safety concerns. The twin bore platform is better synched to the trains. How could VTA go so long on the VTA’s single bore without realizing this?	Comment noted.
<b>Financial Update</b>	
If funding doesn’t catch up where is pause point?	VTA will not bid the construction of the project without the funds to complete it.
So best case VTA is hoping to get more than \$4.69b?	Yes.
There are challenges locally and in California.	Yes. All of the funding sources for the construction of Phase II have challenges at the current time except original Measure A funds.

So the Measure B \$1.5b is tied up?	Yes, until the court challenge is decided.
Public Comment: VTA should rescind Measure B and go again with better language. RM3 will be challenged.	Comment noted.
<b>San Jose Diridon Integrated Station Concept Plan</b>	
How are the developers currently seeking permits in the Diridon area being treated by the City?	There are a handful of properties in the pipeline in the Planning Department's review process and CEQA. The City really wants to get the density right near this great transit hub.
I have a comment and a question. Comment: St. Leo's neighborhood is historic. Shasta Hanchett neighborhood is historic. We need to preserve these historic areas. Cities that do save their historic areas do better.  Question: Will Google have a role in VTA's effort?	Comment noted.  The Diridon MOU is currently envisioned for the four government agencies only. Google will be coordinated with and may play a larger role in the future. On the City side the City MOU/Development Agreement with Google will specify Google's role and funding for a planning effort and community outreach effort related to planning the Google project.
Where is there consideration for housing in this? Affordable housing, the housing shed for transit at Diridon need to be discussed and considered.	VTA and the City are starting that process. You will hear about that in our next agenda item.
Can we see the link to the RFP for the Diridon Station Concept Plan consultant?	<a href="http://www.vta.org/about-us/Procurement?pid=a0Q1H00000FLftUAD">http://www.vta.org/about-us/Procurement?pid=a0Q1H00000FLftUAD</a>
The community is providing \$10b in transit system improvements. The City needs to capture that value from the development.	This area has been in the former redevelopment area, so the tax increment is different here. Cities traditionally do not receive a large share from property tax, it goes to the school district and other agencies. It would be nice to get a value capture at the Diridon Station Area and the City staff is working on mechanisms to create value.
What are the goals and guiding principles for the effort? What is the scope?	The scope has not been finalized but we will share it with this group when it is. The goals and principles were in the information we discussed at the November CWG meeting. They are in your packet from that meeting.
Public Comment: VTA should not have done a RFP. VTA should have held a design competition. In London the land use is split	Comments noted. Yes PG&E relocation is part of the plan.

by the river. Will the PG&E substation be relocated?	
Are the Sharks going to change their expectations of how people will get to their games? Will they consider giving up all that parking so it can be utilized for something more modern?	Sharks representative: Sharks and the arena management are looking for a win-win and have seen trends over the years for more attendees walking to the games from the downtown residential and more who take transit. The Sharks will continue to monitor the situation. This transition is likely to take longer than people hope.
<b>Transit Oriented Development Strategy and Access Planning</b>	
Interlocking fares should be considered. Will you be discussing fares? Transferring and repayment are challenging between operators. Can there be streamlining or a pilot project?	Yes. VTA is aware that the lack of fare integration can be a barrier.
What is the schedule for the City's downtown plan? Will there be stakeholder outreach prior to RFP going out?	That schedule is not known. Yes, the City will reach out prior to putting out the RFP. This specific issue is not addressed by this project.
The access to and from BART needs to match up.	Yes, that is part of the Perkins and Will team scope for the TOD Strategy Study.
Public Comment: Glad to see the TOD considered. Stay away from downtown.	Comments noted.
<b>Trails Overview</b>	
What is the timeline for the Los Gatos Creek undercrossing?	It is not fully funded so there is no schedule. It is eligible for Measure B funding. It is a \$4-5m project and we are \$1m or more short.
Can you update us on the Creek Trail to Coyote Meadows?	The City is working with Caltrans to release federal funds to proceed with construction of the Coyote Creek Trail from Selma Olinder Park to Story Road following the edge of the landfill site. The City acquired the "Five Wounds" alignment through Story Road Landfill several years ago. No planning or CEQA work has been prepared at this time, and future development would need to consider the need for capping and/or remediation of contaminated soil conditions. Three Creeks Trail extension to Coyote Creek (within Kelley Park) and to Story Road Landfill is indicated by the City's General Plan. Staff have produced a SkyLane Vision document to demonstrate the significant challenges with passage over an elevated Highway 87, over multiple and active railway lines, and beneath the proposed High Speed Rail alignment. Negotiations with developers has supported some reservation of space for future trail development

	<p>from Highway 87 to Senter Road, but several parcels have been purchased by others, and/or development have occurred upon the sites. The City continues to monitor the project and opportunities. The Three Creeks Trail follows an at-grade alignment from Los Gatos Creek to the Guadalupe River. Construction is underway at this time. The linked SkyLane Study offers one option for an aerial solution to span over the industrial uses prevalent east of Highway 87.</p> <p><a href="https://sanjoseca.gov/DocumentCenter/View/58152">https://sanjoseca.gov/DocumentCenter/View/58152</a></p>
Wayfinding is a big challenge. We need to have signs like freeways do highlighting how far ahead certain exits are. It does not help to have a sign on a bridge when you needed to get off before you can see that sign to get to that street.	This is a difficult challenge and a balance between optimizing wayfinding and sign clutter in the creek side setting. You will not find freeway style signage on trails.
The access plan and bike planning how do you coordinate.	VTA and City staff who work on bike lane and trail issues coordinate regularly. Bike planning is included in the access planning effort.
The Transit Justice Alliance would like to help you on the issues related to transit access and getting people out of cars.	Thank you. (Cards exchanged)
BART Staff: As a former trail planner I am impressed with your information. BART is looking at wayfinding. I want to clarify the City is not working with BART, please clarify you don't work with BART.	City of San Jose is working with VTA on the BART Silicon Valley Extension Program.
Public Comment: Request for more info on bike plan near Diridon.	The community should refer to the Los Gatos Creek Trail for planned improvements leading to the Diridon Station area. The creek does not align to the Station, so the City's Department of Transportation may have input on efforts to add bikeways as on-street facilities in the area.
<b>CWG Next Steps</b>	<a href="https://sanjoseca.gov/DocumentCenter/View/9360">https://sanjoseca.gov/DocumentCenter/View/9360</a>
Will agendize CWG Next Steps for the April CWG.	

**Follow-Up Items:**

- None

**Prepared by:** Eileen Goodwin, Apex Strategies

**Distribution:**

CWG  
Project Team  
City Staff  
Distribution list