



Solutions that move you

Santa Clara Community Working Group Meeting

Date of Meeting: February 8, 2018 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: John Urban, Jack Morash, Sudhanshu Jain and Chris Shay

Members not in Attendance: Ron Miller, Richard Fedesco, Steve Bures, Nick Kasper and Rahul Chandhok

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

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

Project Team not in Attendance: Leyla Hedayat (VTA)

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
- Trails Overview
- Phase I Update
- Phase II Update
- Financial Update
- San Jose Diridon Integrated Station Concept Plan
- Transit Oriented Development Strategy and Access Planning Studies Update
- Caltrain Construction Update
- CWG Next steps
- Review Action Items and Next Meeting Dates:

Next CWG Meetings:

Key Issues/Comments/Questions:

Comment/Question	Response
Follow Up items	
Will the Bill 827 change the land use around the BART Stations?	We will cover under the scope of the Transit Oriented Development Strategy and Access Planning Studies Update
Trails Overview	
It would be great to get a trail from Avaya Stadium to the Santa Clara Pedestrian Undercrossing adjacent to Caltrain and the future Santa Clara BART station.	Agree. We haven't planned that yet but we can look at that alignment.
What about Coleman?	That is not a trail but instead it is a bike lane opportunity.
This San Jose/Santa Clara border trail you are thinking about is a phenomenal vision. Can it connect between the Hunter Strom property and the Station?	The Gateway Crossings Project in Santa Clara will connect the Santa Clara Station with the Coleman High Line Project in San Jose.
Is it 59 miles of trails for hiking?	There are an additional 16 miles for hiking only.
What about Santa Clara?	The Santa Clara Bike Plan is being updated and is on the work plan for Fall 2018.
Phase I	
Old deadline was summer what is happening?	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 the status of the new BART Trains?	BART has 20 cars on site and expect to get more in March. 10 cars have been certified by the CPUC to

	<p>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>
Current BART maps showing the Phase II ending at Diridon. Can they be updated?	BART will update the BART system map to reflect new service with the opening of Silicon Valley BART Extension Phase I (Milpitas and Berryessa stations). This provides an opportunity to clarify that the Phase II extension would not terminate at Diridon. All existing system maps will be replaced in coordination with opening of Phase I.
Phase II	
If we want to comment on the project EIR is March VTA Board meeting our best time?	The official comment period of the environmental document is closed. If you would like to make a comment about the project in general, the March 1 st Board meeting or the April 5 th Board meeting would be the best time to do so.
What if BART and VTA Boards vote for and prefer different project definitions? Will the agencies be together or will BART veto?	We are committed as staff to come together. Of course, these are ultimately Board decisions.
BART Staff: When will the VTA Board staff recommendation be available?	We anticipate the staff recommendation will be included in the memo to the Board office that is to be published on Friday, March 30 th .
Finance Update	
Is there a what-if risk analysis or plan if VTA does not secure all these funding assumptions?	VTA is pursuing everything and trying to bring in more than the budget number to cover if some amounts from certain funding pots do not come in as planned. VTA is also looking at contingency but yes there is risk.
What are some of the property tax mechanisms VTA is looking at? What is the timing of these discussions	Mello Roos, CFDs, EIFDs. VTA will be having these conversations with Cities over the next couple of years, the sooner the better.
San Jose Diridon Integrated Station Concept Plan	
Does the City know what Google specifically	No.

wants to build?	
What if Google ties up all this land but doesn't build for a long time? That would be bad for the City.	Part of the Development Agreement between the City and Google will contain a schedule and performance requirements. There could be consequences if building does not take place as scheduled such as fines or forfeiture of the property.
Is housing a priority?	Yes.
How do HSR impacts at Coleman and downtown impact development? What is City doing to protect the future and current developments?	The City is working closely with HSR staff on this issue. The City has a plan to minimize these impacts and is making good progress on getting the HSR Team to agree to these new ideas and concepts.
Are the AIG properties the A's stadium properties?	Yes, and they are being freed up by the unwinding of previous agreements.
Transit Oriented Development Strategy and Access Planning	
Will the CWGs participate in the development of the TOD Strategy and Access Planning study?	Yes, and likely others. We are developing the Outreach Plan.
The Santa Clara Station Area Plan is old.	Comment noted.
VTA's bike parking policy is 1:3 units which is low. There should be electric bike provisions.	This is exactly the type of input the Access Study is looking for.
Will both San Jose and Santa Clara people participate, we need to have both. We also want to have both staffs engaged in this our it will not be meaningful for this Station Area.	Agree and that is the intent.
Caltrain Construction Update	
Is each car powered individually? Is there an engine?	The EMUs differ greatly from the current diesel trains in how they are powered. One of the most important distinctions is that with an EMU the power is distributed throughout a trainset; whereas in the current diesel trains, the power resides in the locomotive, which pulls or pushes the rest of the cars. Power for an EMU is drawn from the overhead catenary system via two pantographs.
What percentage of the electrification budget comes from HSR?	Follow-up Item.
On the test track will there be additional right of way or will the track become part of main system?	No the drill track will use an existing maintenance track and will stay as an extra short track for storage after the testing.
Will Caltrain measure the sound as part of its testing? Will there be benchmarks?	Yes, sound levels will be measured for both interior and exterior and there are benchmarks that are part of the purchase contracts for the new trains. These benchmarks are industry standards for state of the art new trains. There will be horn testing to validate

	they meet Federally mandated performance requirements.
When will diesel trains be switched out?	Not until future phase. This funded project delivers 75% of what is needed.
The Newhall HOAs would like a presentation on both Caltrain and VTA plans.	Off-line coordination to occur.
CWG Next Steps	
Look into Warburton HOA representative.	Comment Noted
CWG Next Steps will be agendized for April CWG.	

Follow-Up Items:

- Confirm the percentage of the electrification budget that comes from HSR.

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

CWG
Project Team
City Staff
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