Downtown Diridon Community Working Group Meeting

Date of Meeting: September 13, 2016 (4:00 p.m. to 6:00 p.m.)

Attendees:
Members in Attendance: Alan Williams, Adina Levin, Charisse Lebron, Eyedin Zonobi, Scott Knies, Laura Tolkoff, and Bert Weaver

Members not in Attendance: Bruce Friesen, Deborah Arant, Victor Gomez, and Jim Goddard

Other Speaker Attendees: Teresa Alvarado (SPUR), Val Menotti (BART), Nanci Klein (CSJ)

Additional Project Team in Attendance: Leyla Hedayat (VTA), Kevin Kurimoto (VTA), Janice Soriano (VTA), Erica Roecks (VTA), Brent Pearse (VTA), Samantha Swan (VTA), John Ristow (CSJ), Jessica Zenk (CSJ), Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Rosalynn Hughey (CSJ), Michael Brilliot (CSJ)

Location: SPUR office, 76 South First Street, San Jose CA

Summary:
The Meeting agenda included:
- Welcome and Introductions
- Follow up items – Facilitator
- Schedule Update – VTA Staff
- Work Plan Update – Facilitator
- SPUR and the BART Corridor – SPUR
- FTA Process: New Starts Funding – VTA Staff
- Impact of Transit on Station Area Communities – BART Staff
- Lessons Learned from Phase I – VTA Staff
- Outreach Poll Results – VTA Staff
- Next Steps – Facilitator
- Review Action Items and Next Meeting Date (November 15, 2016 4 p.m.-6 p.m.) Location: San Jose Chamber of Commerce, 101 W. Santa Clara St, San Jose – Facilitator

Key Issues/Comments/Questions:

Comment/Question	Response
Follow up items	
Action item: add John Ristow to staff contact lists as a San Jose Team member.	
Schedule Update	
Which consultant firm will conduct the single bore study?	VTA intends to negotiate and execute a contract with HNTB Corporation in an amount not to exceed $980,000 for a one year period ending September 2017 to provide technical studies for a single bore tunnel alternative for Phase II of VTA's BART Silicon Valley Extension.
Why are different tunneling options being looked at?	The single bore is being looked at because it has the potential to reduce impacts particularly during construction and the tunneling technologies have changed and advanced since the project started. Please see presentation from the June CWG meeting.
Work Plan Update	
No comments or questions noted.	
SPUR and the BART Corridor – SPUR	
When will SPUR's Caltrain report be available?	In about 1 or 2 months. It will be posted on the SPUR website.
What is SPUR's position on the East versus West station option? Downtown Association favors the west option.	No position yet.
Does SPUR have an opinion on the Diridon Station options?	SPUR is working with the technical committee to develop a position on this issue and the station area design.
Does SPUR have a preference on the single versus twin bore option? The Downtown Association prefers the single bore option because it eliminates the need for cross over track.	SPUR is waiting for VTA's report to come out on the single bore.
Does SPUR have any position on the location of the cross-over track in the downtown area. The Downtown Association prefers to have the cross-over track located to the east of Diridon not in the downtown core.	Thank you for that information.
In the Caltrain report, please clarify the per hour per passenger statics you referred to in your PowerPoint.	Laura Tolkoff will follow-up with clarification.
The Caltrain Skip Stop New Bayshore Alignment is too expensive.	Comment noted.
FTA Process: New Starts Funding	

Please clarify the engineering level referred to on slide 51.	VTA has done quite a bit of engineering already. The New Starts funding would allow VTA to refine the design and get far enough along to procure services.
What constitutes a “medium” score?	It varies by project and each project is scored on its merits. A good deal of the score is based on how much local funding is raised.
Is “Above Medium” considering this project or in spite of it?	Each project is scored on its merits. The VTA BART project would not score as high if the project itself wasn’t worthy—it is not only about the local money it is one factor—but an important one. FTA believes the full 16 mile project is a viable project to complete – they wouldn’t have the project end at Berryessa.
How does the California cap and trade situation impact the BART timeline?	VTA is planning to have $750M from the cap and trade funds go toward funding BART. That said, VTA is aware of the current issues surrounding that funding. VTA has other funding sources that could be used to fill some gaps if the full amount from cap and trade is not received. Those plans have been previously presented to the CWGs by VTA’s Finance staff and consultant team.
Impact of Transit on Station Area Communities – BART	
What is BART working on at Berryessa?	BART and VTA are working with the City of San Jose at Berryessa. City of San Jose is the lead. The City has begun to reimagine the area and is looking at swapping out residential uses for higher office densities and the potential to relocate the flea market.
What is BART planning for Warm Springs?	BART has worked with the City of Fremont on their plans for the area around the Warm Springs Station. The City envisions a mixed use “innovation” district. Lennar has already started development of the area consistent with that plan east of the station.
On slide 60, what is the breakdown of job classifications?	For TOD residents, see Chapter 5 (Residential) and Chapter 6 (Office) in Travel Characteristics of Transit-Oriented Development in California (2004): http://www.bart.gov/sites/default/files/docs/Travel_of_TOD.pdf For BART patrons, see the 2015 Station Profile Study (http://www.bart.gov/stationprofile) and click on "2015 Non-Home Origin." There are 15-20 tabs, with various demographic breakdowns.

	Here is a summary presentation give to the BART Board from early 2016. www.vta.org/bart/PhaseIICWGs and click on "**2015 Station Profile Survey Preliminary Results Presentation (by BART)**" under Phase II CWG Links on the right side BART has not yet prepared a summary report, as the data is still preliminary, so don't have a comparison here to the 3 county demographic.
Did affordable housing near the station make a difference in BART ridership?	BART has not been able to tease out that connection for BART ridership statistics. One would think it would, but it is difficult for BART to document. BART ridership seems to mirror very closely the county demographics within each BART county. BART ridership data leans towards the slightly lower and higher than the county average income ranges.
What was meant by "equity at the beginning?"	That is an acknowledgement of the RDA role in BART TOD. RDA's had requirements for low income housing when their funding was used. Without the RDAs, many Cities are not requiring as much low income housing. The BART Board has some policies in place to encourage the low income housing to be built.
What does BART see as some changing patterns that might open up opportunities?	Right now BART is observing an intense commute toward the west as there are not as many jobs in the East Bay compared to jobs in San Francisco and on the Peninsula. These heavy commute patterns are straining the transportation system for both cars and transit.
Has BART staff noticed any changes in parking demand and use over the past 20 years?	Yes. BART just added 100,000 riders last year yet only 1,000 more parking spaces were added to the system. The access mode has changed dramatically with more people walking to stations now. This behavior change has also been inspired by BART's decision to charge for parking which it didn't do years ago.
That information is great feedback for the VTA BART Team. VTA should start sharing these parking findings with the community so they can see that the BART project does not need to provide so much parking.	Yes, both SPUR and VTA do community education on these types of topics.

How do bike riders fit into BART station planning?	BART has very good GIS based mode information by station that you can access here: Preliminary data from the 2015 Station Profile study can be found at: www.bart.gov/StationProfile Under that, there are links to preliminary data and maps.
Lessons Learned from Phase I	
How does the community "bake in" public art, aesthetic treatments and other public realm related issues if it is a design-build project?	We haven't determined whether design-build will be the construction method yet. As for the details of the architecture, we intend to work with an Architectural Review Committee on those types of details. As for public art, if that is determined in time for the bidding process it can be added into the contract documents.
Can you give examples of criteria?	Features and facades
Great presentation. I have more comfort for Phase II. If you avoid showing detailed architecture as you are suggesting, you need to know details matter to a lot of us. The details of the stations, the vent shafts, placemaking elements, etc. Conceptual design is different and there will be a different sophistication to building a tunnel.	We do not yet know construction methods. VTA is visiting other large projects to learn best practices. There is a difference between detailed specifications and art elements for example. The flexibility to the contractor is more likely to be offered on specifications versus art or specific placemaking or signage elements for example.
I noticed "construction mitigation" was missing form your presentation on Lessons Learned.	Phase I is very different from Phase II. We visited LA Metro and spent 3 days with them to learn more about their projects and lessons learned.
For station access and placemaking how you get feedback from the community will be key. It is important and TOD will be important. If the design shows on the drawings as too "boxy" that will mislead people and potentially turn them off to the project.	Good point. There will be a fine line to keeping flexibility but not turning people off regarding the visual representation of the project details.
What was learned in Phase I that will ensure the Specific Plan is implemented as envisioned and the access and interface is provided to the station?	The Diridon Station Area is not Milpitas. The Diridon project is much larger in scope. Denver is a good example of a similar project.
Can there be a flow chart of agencies and their roles.	Great idea. We will develop something that explains who has what jurisdiction in station areas.
Outreach Poll Results	
Fix PowerPoint slide to reflect correct Santa Clara CWG poll results prior to posting and for next CWGs.	Will do.

Follow Up Items	
Send sign in sheet to SPUR and Downtown Association.	Will do.

Follow-Up Items:

- Add John Ristow to City of San Jose contacts list.
- Add single bore consultant contract information to minutes (see above under "Schedule Update")
- SPUR to clarify per passenger per hour statistics referred to in PowerPoint.
- BART to provide more information regarding job classifications considered in study on slide 60.
- Provide link to BART GIS information in meeting summary.
- Create a flow chart of agencies and their roles.
- Fix PowerPoint slide to reflect correct Santa Clara CWG poll results.
- Send sign in sheet to SPUR and Downtown Association

Prepared by: Eileen Goodwin, Apex Strategies
Distribution:

CWG
Project Team
City Staff
Distribution list