



**Santa Clara Community Working Group Meeting**

**Date of Meeting:** August 13, 2015 (4:00 p.m. to 6:00 p.m.)

**Attendees:**

Members in Attendance: John Urban, Sudhanshu Jain, Richard Fedesco, Chris Shay, Jack Morash, Chris Lepe, Ron Miller, Rahul Chandhok

Members not in Attendance: Steve Bures, Denise Harris

Other Speaker Attendees: Kevin Kurimoto (VTA), Brent Pearse (VTA), Mike Smith (VTA), Margaret Rhee (Ernst & Young) John Sighamony (VTA)

Project Team in Attendance: John Davidson (City of Santa Clara), Leyla Hedayat (VTA), Erica Roecks (VTA), Angela Sipp (VTA), Eileen Goodwin (Apex)

Project Team not in Attendance: None

**Location:** Santa Clara Senior Center, 1303 Fremont Street, Santa Clara, CA

**Summary:**

**The Meeting agenda included:**

- Welcome and Introductions
- Follow up items - (Presentations on Ridership Demographics, Bike Counting Methodology) – Facilitator and VTA Staff
- Project Status Update Evolution of Design Decisions – VTA Staff
- Update on City projects in Station Area – City Staff
- Financial Update BART Phase II –VTA Staff and Ernest & Young
- Envision Project Update –VTA staff
- CWG Feedback to VTA outreach--CWG
- Review Action Items and Next Meeting Date (October 15<sup>th</sup>, 2015 4 p.m.-6 p.m.) – Facilitator

**Key Issues/Comments/Questions:**

Comment/Question	Response
<b>Follow up items – Ridership Demographics</b>	
How do we give input if we know data is incorrect? University data is wrong.	Meet with City and VTA staff after meeting to discuss
<b>Follow up items – Bike Counts</b>	

Do we know or can we find where Caltrain leaves behind bike riders because there are no more spots on the train?	We can look into that.
Much of this bikes on trains information is generated by the San Francisco Bike Coalition	Comment noted.
<b>Evolution of Design Decisions</b>	
Where is it planned for the BART train to go below ground?	Shown on map.
Is the Santa Clara Station optional and funding dependent?	That is not the intent. VTA is clearing all of the four planned stations and looking to fund the full project. Santa Clara Station is the least expensive station to construct of the four—it is above ground. There is a funding gap and VTA is trying to find the money to close the gap and build the full project.
What criteria are used to look at cost savings? Will there be a value engineering effort as part of closing the funding gap.	The four station project is assumed. There have been value engineering efforts in all stages of the project. It is on-going to look for opportunities to save money. VTA's BART PWC has requested funding ranges and targets to advocate to help close the gap. VTA will be aggressive is seeking FTA funds. Very big scope changes are getting more difficult to make since the design has progressed pretty far along on many elements.
VTA's ballot measure has been a topic of discussion, what is out in the community is that people feel too much for the previous efforts have been spent on BART already. Can the maintenance facility be avoided? Wouldn't that save \$800m to \$1b? Could Santa Clara Station be a Phase III?	The maintenance facility is roughly a \$600m cost item. BART has indicated that they need the facility and while VTA has looked to place it elsewhere the advantages of it at the end of the line are many. We have BART staff coming to the next CWG meeting to explain how they look at this issue. By phasing the station the savings would not be high and there would be need for tail track and the maintenance facility anyway so going past Diridon to Santa Clara is desirable in Phase II. Voters voted in 2000 to go all the way to Santa Clara and that is another consideration as well.
What other maintenance facilities have been looked at besides Newhall?	The VTA has looked at Hayward, Las Plumas and Diridon. Diridon is very constrained. BART does not support

	permanent use of Hayward. Las Plumas is too far from the end of the line and causes operational inefficiencies.
How is it Hayward can serve Berryessa since it is so far away?	Berryessa has tail track to store cars near by to start service.
Are you saying VTA is focused on building the full project?	Yes.
If the Board made another decision and could get Hayward would it trigger another EIR?	Yes, but perhaps a smaller supplemental document—Hayward is an existing maintenance facility—a totally new facility location would involve much more environmental review.
<b>City Projects</b>	
Define downtown Santa Clara location.	The Franklin Mall area.
Are projects coming into the City that support the previous Santa Clara Station Area Plan around Costco and Fed Ex?	Not at the moment.
Coleman Highline is being proposed by Hunter Storm	Comment noted.
Is Fed Ex still operating out of that building?	No
What is the City position on putting a parking lot on the developable parcel on the west side?	VTA response: That option has been dropped. VTA will use the Fed Ex building site for track and parking.
What is the timeline for the Irvine project?	Community meeting next Thursday. Hearing by the end of the year.
What is the City requiring for parking?	1.8 ratio
What is the TDM plan?	City considers proximity to Caltrain and future BART a good plan.
What is the city requiring for affordable housing for the development?	The City was not sure and would confirm.
Where is the retail? Who will use it?	There will be ground floor retail through out the project. There are adjacent offices, the University staff, and the future residents.
Will the City look at modifying El Camino Real intersection to make crossing it easier.	That can be looked at.
<b>Financial Update BART Phase II</b>	
Is there any one grant source that can fill the \$2.4B gap?	No.
Are there any less regressive sources to look at—Is that a consideration?	E&Y's work does look at policy considerations.
For projected concession revenue—NYC makes a lot off of their concessions.	New York's transit system is much larger than the line we are looking at.
What about naming rights?	Naming rights are a revenue trend for

	transit. VTA will look at all options. VTA will also likely keep some geographic location in the name as well in case the names change. VTA does have a new naming rights policy.
What is E&Y's success rate? How often do you close the gaps for your clients? What is the solution likely to be?	VTA response: We are likely to be looking at a combination of federal New Starts grant money, sales tax money, Cap and Trade, and financing mechanisms such as TIFIA loans to back load interest and principle payments.
Is there a path without something from the upcoming sales tax?	It would be difficult.
Does Mello Roos work?	It has been used by a tremendous number of agencies with great results. However in the case it is rather limited to a smaller area by law than other states allow because of nexus requirements. Nexus requirements refers broadly to the need for a proposed tax to appropriately tax those who will stand to receive a benefit from the investment(s) that revenues from the tax will be applied to. Mello Roos can still be part of the mix.
<b>Envision</b>	
Where does BART fall on VTA Board's priority list?	The VTA Board has previously taken action to make the BART project a priority capital project for Measure A for the agency.
What if we don't close the gap? What would VTA do?	That is a policy decision for the Board. The staff is committed to the full project with all the stations.
BART project has been in the news for a long time. We should finish it.	There was a lot of funding and momentum generation by starting on Phase I. We are confident this momentum will help VTA with the federal New Starts process. That said; to get funding we need to show a funding plan.
How does VTA prioritize projects for the measure? Previous measures didn't deliver all the projects promised. How do we keep that from happening again? Can there be something in the ballot measure?	VTA is using advice from its stakeholders and committees, including its technical committee, to develop criteria to screen the projects that the community is proposing for the measure. There can be written details in the ballot measure to "lock in" various aspects of the measure. Santa Clara County has traditionally

	valued flexibility. How this future ballot measure is written will be up to the policy makers on the VTA Board.
The 2000 Measure did not deliver all of its promised projects. It should be clear in the next measure.	Comment noted. There will be an on-line tool for the public to give input on project priorities starting next month on the Envision part of VTA's website.
VTA should develop a map plotting where previous ballot measure projects were delivered to show off these investments.	Good idea. We will work on that.
<b>CWG Feedback to VTA outreach</b>	
Bellarmine has been looking into measuring its carbon footprint and making that more transparent. How many car trips will be taken off the road with Phase II BART?	We will research and get back to the CWG on this question.
Will there be GHG reductions analyzed in the EIR?	Yes.
Students and all of the Santa Clara University community would benefit from a discussion of the BART project and the Envision process.	VTA can and will work to make that happen in Fall 2015
Bellarmine would also like to do something. Ron will meet with faculty in the next couple weeks and get back to VTA staff.	Ditto.
VTA should also reach out to poor communities in all areas to get their feedback on BART and the Envision process. VTA should not forget to reach out where people are already gathered – on the street—to meet people where they are and not expect all people to be able to go on-line or go to a VTA sponsored meeting.	Good advice and good reminder. Thank you.
On the work plan when we meet with BART staff next meeting will they also be presenting the before and after information? I need that information.	The staff we have coming to present from BART next meeting are not the same staff that would be able to present this before and after information. The CWG members were asked and agreed to move the before and after information item out due to the current workplan and additional items that have been added.
For the construction meeting, don't forget to have community members come present and be available for questions.	VTA is working on identifying available community members and the discussion with community members is already in the

	work plan later in 2016.
The recordings of these meetings should go on-line.	There is no recording of these meetings—nor is there a requirement to do so.
VTA should record these meetings.	CWG member responses: There is no need for a tape; Eileen’s notes are great and accurate.

**Follow-Up Items:**

- Chris Shay to meet with City and VTA re model inputs.
- VTA to create a one page factsheet presenting the ridership demographic data.
- VTA to research where Caltrain leaves behind bike riders because there are no more spots on the train.
- City to confirm if any changes to El Camino Real in the station area are planned.
- City to confirm affordable housing requirement for the Mission Town Center project.
- VTA to send out information about the upcoming VTA Board funding workshop time and location.
- VTA to develop a map of expenditures from earlier sales tax measures.
- VTA to research how many car trips will be taken off the road with Phase II BART.
- VTA to coordinate outreach meetings or presentation this fall for Santa Clara University and Bellarmine.
- VTA to look at work plan item timing on before and after BART stations topic.
- VTA to have community members help present on construction at the December meetings.
- Additional CWG meetings in December to discuss construction methods – Santa Clara meeting will be Thursday, December 3<sup>rd</sup>. Other meetings on December 1<sup>st</sup> and December 2<sup>nd</sup> so members can attend another group’s meeting if the date doesn’t work for you

Requested Links:

- **Link to Envision web page:** <http://www.vta.org/envision-silicon-valley/envision-silicon-valley>
  - link to the Envision Survey: <http://www.envisionsv.org/survey>

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