



Solutions that move you

Santa Clara Community Working Group Meeting

Date of Meeting: November 15, 2018 (4:00 p.m. to 5:30 p.m.)

Attendees:

Members in Attendance: Jack Morash, John Urban, Curtis Leigh, Luke De Vogelaere, Elizabeth Monley, Ana Vargas-Smith and Chris Shay

Members not in Attendance: Nick Kasper, Sudhanshu Jain, Ron Miller and Marilyn Ponte

Other Speaker Attendees: Jill Gibson (VTA), Mark Ramsey (VTA), Gretchen Baisa (VTA), Ron Golem (VTA), Adriano Rothschild (VTA), Tyler Wacker (Kimley Horn) and Lesley Xavier (City of Santa Clara)

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

Project Team not in Attendance: Charla Gomez (CSJ) and Jessica Zenk (CSJ)

Location: Santa Clara University Office, Second Floor, 475 El Camino Real in Santa Clara, CA

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow-up Items
- Phase II Update
 - Station naming
- Construction Education and Outreach Plan
- Real Estate Planning Process
- Diridon Station Integrated Concept Plan
- Transit Oriented Development Strategy and Access Planning Studies Update
 - Access Planning
 - City of Santa Clara Downtown Precise Plan
- Review Action Items and Next Meeting Dates

Next CWG Meeting:

Santa Clara Community Working Group: February 7, 2019 4:00-6:00 PM, TBD

Key Issues/Comments/Questions:

Comment/Question	Response
Follow Up items	
No comments noted.	
Phase II	
Please clarify the 120 day review period on slide 15.	That would start after the full submittal to FTA has been accepted in spring 2020.
New Starts is still a potential fall back funding program, correct?	Yes.
Do we know how much money each project would get or how many we are competing against?	This is a new program, so we do not know how it will be administered. We know they will not pick more than eight projects. They could choose less than that. We do not yet know who the competition might be. We will bring that to you as we learn of it.
At what point in the process does the P3 need to be defined?	By spring 2020 submittal time
Would it be possible to be funded at less than the 25% request?	Yes, we believe so, but this is a new program, so we do not have any history to reference.
Station Naming	
Santa Clara University should also be considered. The University has been here for over 100 years. Adding the university to the name also gives geographical context.	Comment noted.
Is there a reason why it is not part of the recommended name at this time?	Yes. The current Caltrain station name is Santa Clara Station, no mention of the University. Previous discussions with the CWG noted that there is and will be more at the station than just the University and some members wanted to keep the name short, so potentially the Airport connection could be added later, when one exists.
It should also be noted that if the BART line is expanded further into Santa Clara to serve the new development by the stadium then the plain name of "Santa Clara" could be confusing.	Comment noted.
Field Investigations	
What kind of noise will this field work make? What are the hours?	The noise level of the machinery is at a noise level similar to a bus going by. The hours for this work are weekdays from 9 a.m. to 3 p.m. in most places along the alignment in this station area.
Does VTA have to follow city permit rules when it does work on private property?	No, but we don't anticipate any night or weekend work.

Construction Education and Outreach Plan	
Links are the best for me to use when distributing information to my homeowners group that way they can go to the source documents if they choose to.	Comment noted.
You should post on NextDoor.	We can do that. It would be helpful for all of you to post there as well or add to our posting, so they see locals who understand the project not just “government” posting on-line.
Real Estate Planning Process	
Since you are so dependent on engineering, is there a process that approves designs before you start a real estate conversation, so we are not wasting money?	Yes, the VTA has a process to vet designs and approve them prior to the start of the real estate process for that reason.
I support the design to pull the two cities and VTA together for some more station area planning. It is a good idea. I do want to challenge the idea we need jobs around the station. We need work force housing here.	Comments noted.
Is your presentation about VTA land only?	VTA has land in the area and my presentation mostly focused on the development of that or buying more that is needed for the project. VTA does also try to influence and plan for the larger station area to help support the transit investment VTA is making. That is why VTA partners closely with the cities to help fund and participate in the planning of the surrounding areas.
Do you already have 90% of the land?	No, my comments were about BART Phase I where 90% of the parcels we needed were acquired through friendly sales to VTA and not the court process. My goal for BART Phase II is to do even better than that and minimize even more the use of eminent domain.
Diridon Station Integrated Concept Plan	
What will be presented at the December 10 th Community Meeting?	The Team will present an overview of the process and schedule and collect community feedback regarding the community’s vision for the station. Scenarios will be presented in the spring not at this meeting.
Transit Oriented Development Strategy and Access Planning	
Why is the access scope the way it is?	This effort is focused on accessing the BART station area not the access for the whole downtown

	area. That other effort will be part of the Precise Plan that is also on the agenda.
We want to have good access for the game day experience.	Comment noted.
I would like to see access all the way from the Station to the Guadalupe River Trail around the end of the Airport. That is a missing link.	We can investigate that option.
Does the team coordinate with cities so they are part of the process?	Yes, the team meets with both cities regularly.
It seems the Team is not aware of the Coleman Highline roadway improvements. You should talk with the Department of Public Works in San José and Santa Clara.	We will make that an action item.
Is there going to be buy in with this plan?	We absolutely hope so, and you can help with that when it goes before the councils for adoption next spring.
Are you considering the trolley project? We recently had the Monterey Transit planner up to look at our route, and she said it looked promising.	We will look at that as part of the transportation management strategy work.
City of Santa Clara Downtown Precise Plan	
That Precise Plan scope looks great. We are excited.	Comment noted.
The idea of re-opening Franklin Street is a very popular one. I support it.	Comment noted.
The trolley needs to be part of this effort.	Comment noted.

Follow-Up Items:

- Keep CWG members informed of station naming item on future VTA Board agendas opportunities.
- Distribute new funding plan once developed
- Look into VTA posting on NextDoor for meetings and other updates.
- Access Planning Team to coordinate with City of San José and City of Santa Clara Department of Public Works regarding proposed improvements on Coleman that are part of the Coleman Highline project.

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

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