



Downtown-Diridon Community Working Group Meeting

Date of Meeting: September 21, 2021 (4:00 p.m. to 5:35 p.m.)

Location: Zoom

Attendees:

Members in Attendance: Fred Buzo, Elizabeth Chien-Hale, Larry Clark, Jim Goddard, Charlie Faas, Scott Knies, Chris Morrissey, Bert Weaver, and Alan Williams

Members not in Attendance: Carol Austen, Jeffrey Buchanan, Dana Grover, Adina Levin, and Derrick Seaver

Other Speaker Attendees: Gretchen Baisa (VTA), John Caulfield (VTA), Doug Moody (VTA), Erica Roecks (VTA), and Peter Sokoloff (Foster & Partners)

Project Team in Attendance: Joseph Clayton (VTA), Kristen Mei (VTA), and Adriano Rothschild (VTA)

Project Team not in Attendance: Bernice Alaniz (VTA) and Kate Christopherson (VTA)

Meeting Agenda:

- Welcome and Introductions
- Follow-up Items
- Phase II Update
- Phase II Project Delivery Methods
- Look & Feel of the Stations
- Stations Access & Circulation
- Community Outreach
- CWG Member Report Out
- Review Action Items and Next Meeting Dates

Follow-Up Items:

- Determine if penalties are used in contracts if contractors do not perform
- Provide more information on liquidated damages and how they will be used in contracts
- Determine who maintains the future Diridon Station plaza

Comments, Issues and Questions	Response
Follow-Up Items	
To clarify, will there be a penalty (not bonus) if contractors do not perform?	For the one final contract package at this time (Contract Package 2 Tunnel & Trackwork), there is no penalty language included.
Please explain what “liquidated damages” means. How will they be used to hold contractors accountable?	<p>Liquidated Damages (LDs) are normally assessed where the determination of actual damages is difficult, if not impossible, to calculate. For a project like this, it usually looks like missing a turn-over date or a substantial completion date, etc.</p> <p>In the case of the CTMP, the Contractor’s plan must adhere to the requirements in the CTMP that VTA is providing, and VTA will be reviewing the contract specific plan for acceptance. VTA will determine a mechanism for CTMP compliance. If VTA finds the Contractor not complying with the CTMP, LDs could be used.</p>
Can we get an update from VTA on how they engage with the California High-Speed Rail Authority (CHSRA)? Would like to invite CHSRA to future meeting to speak to how HSR project is aligned with this project.	<p>VTA and CHSRA are both partners on the Diridon Integrated Station Concept (DISC), so we are coordinating on a technical level with them at Diridon Station. VTA has also participated in recent CHSRA public meetings.</p> <p>VTA’s BART Phase II has a certified environmental document. The segment of HSR near Diridon is still in the environmental process, so they need to plan and design using our certified document.</p> <p>VTA will identify a good opportunity to invite CHSRA to a future meeting.</p>
[Public] October 16 is a Saturday. Please clarify date of the VTA-BART Joint Meeting.	The VTA-BART Joint Meeting will be on Friday, October 15.
Phase II Update	
Is the egress/vent facility at 3 rd and Santa Clara Streets replacing the 13 th Street Mid-Tunnel Facility or in addition to the 13 th Street Mid-Tunnel Facility?	It is in addition to the 13 th Street Mid-Tunnel Facility.
Is VTA working with the developers who are planning for a large development at 2 nd and Santa Clara Streets?	Yes, VTA is coordinating with them.

It looked like the fare gates are right at the entrance at Diridon BART Station. Will only BART passengers be allowed into the station?	Yes.
The walkthrough video showed escalators at Downtown San José BART Station. Previous renderings only showed elevator banks. Are escalators now included in this station's design?	Yes.
Are the walkthrough station videos available to the public?	Yes. They can be found here: https://engagekh.com/vtavisualsurvey
The walkthrough videos do not show development above the stations. That's prime real estate. Is this rendering a placeholder for now or is this the new plan?	<p>These videos were developed for the Stations Look and Feel outreach effort. Since VTA does not know what development will look like above the station yet, it was decided to not show any development so the public could focus on the station.</p> <p>Contract Package 4 (CP4) Underground Stations includes two options – stations with no transit-oriented development (TOD) and stations with TOD. VTA estimates within six months of the contractor being on-board VTA will know which option is moving forward.</p>
Have seen many renderings and flyover videos over the years. These station flyover videos only have one or two people of color and no people with disabilities. Recommend using more diverse people in future videos.	Comment noted. Thank you.
Flyover video showed many level staircases. Please design to prevent jumpers. SJSU has had this issue.	Thank you for that feedback.
Phase II Project Delivery Methods	
If Contract Package 2 (CP2) is sole-sourced, how do you get a good price?	<p>It's not a sole-sourced contract. VTA short-listed three consortiums, who are putting together proposals based on 10% design. Their proposals will have an indicative price, which serves as a starting point. Whichever contractor is awarded CP2 will then work with VTA to advance design to 90%. This will be an "open book" process, meaning VTA will see how design changes and risk affect cost. Price will be firm by when contractor moves into Phase II of CP2.</p> <p>In the event VTA cannot reach price agreement with contractor, VTA could choose to "off-ramp" design from contractor and find a new contractor to build</p>

	the tunnel using a Design-Bid-Build project delivery method.
Are all three short-listed contractors being involved in this bid process?	Yes.
Look & Feel of the Stations	
Will the façade of the Downtown San José Station going to be stone in the RFP?	No. It will most likely be concrete units that will look like stone.
Is the plaza outside Diridon Station designed at Downtown West standards?	Yes, VTA has been referencing the Downtown West design standards to create a cohesive aesthetic.
Who will maintain the plaza?	For Phase I, BART maintains everything inside fare gates and VTA maintains everything outside fare gates. We will follow-up to see if this is the case for Phase II.
What level of design are the stations going to be when they go out for RFP?	Contracting documents for CP4 Stations will include specifications, design criteria, and reports to guide contractors. The design level is conceptual, so contractor will have a fair amount to do to bring design to 100%. Public engagement will happen during the time the contractor is on-board and advancing design.
Felt designs were underwhelming, especially for Downtown San José Station. It seems value engineering is already happening. Agreed with many online comments asking for more color and excitement. Build it for 100 years please.	Comment noted.
Are there seismic thresholds for tunnel and stations to withstand a significant earthquake?	Yes. All facilities, including future transit-oriented development, need to follow seismic standards.
Stations Access & Circulation	
Is the Santa Clara Street Public Service Lane Study a City of San José or VTA study?	[City of San José] It will be a joint City of San José and VTA study. The need for it arose through Downtown West and Diridon Station Area Plan efforts. Downtown West committed to funding a study on how to relieve transit congestion on Santa Clara Street.
Can the Access Report be released?	VTA and the City are still working through a couple access-related items, so the report is not complete. Erica Roecks will return in November to provide more details.
Will pick-up/drop-off be accommodated at the Downtown San José and Diridon Stations?	Yes, there will be areas for pick-up/drop-off at Diridon Station; however, it has not been a priority because it is near the bottom of VTA's access hierarchy. At Downtown, we anticipate the majority of BART riders will walk, bike, or transfer from other transit modes. No designated pick-up/drop-off

	space will be provided in front of the station on Santa Clara Street, with the exception of some accessible short-term parking to accommodate ADA loading needs along Market Street. Curb space between 2 nd and 3 rd Street could be used for passenger drop/off.
Community Engagement	
Will the Business Resource Program report by JCL Consultants be available for the public?	When it's complete, yes, it will be available.
San José Downtown Association would like to sign-up for updates on Downtown San José Station and Diridon Station.	Comment noted.
CWG Member Report Back	
Campus Community Association shared information and website for the Stations Look & Feel engagement effort with neighbors. Looking forward to more information on station access.	Comment noted.
SJSU has been catching up new staff on the project and working to get students more involved.	Comment noted.
San José Arena Authority is working to have VTA present to their board this fall.	Comment noted.
Downtown Residents Association participated in the Design Review Committee for Downtown San José Station. Also shared the Station Look & Feel information and website with residents.	Comment noted.
SPUR participated on the Diridon Station Design Review Committee.	Comment noted.
San José Downtown Association participated in the Downtown San José Station Design Review Committee. Coordinated with VTA to have a table at the Downtown Farmers Market during the public engagement effort. Have also provided input into the Business Resource Program. Continue to advocate for entrance on south side of Santa Clara Street. SJDA sees Downtown San José and Diridon Stations as both downtown stations. Coordinating with SAP Center/Sharks to	Comment noted. VTA's design for Downtown San José Station does not preclude a future entrance on the south side of Santa Clara Street. However, building the connection is a separate project.

ensure VTA's contracts protect downtown businesses during construction.	
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Next CWG Meeting: *November 17, 2021, 4:00 PM, Zoom*

Prepared by: Kate Christopherson (VTA)
Concurred by: Joe Clayton (VTA)

Distribution: CWG Members
Project Team
City & Public Agency Staff
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