



Community Working Group Meeting

Date of Meeting: February 16th, 2022 (4:00 p.m. to 5:30 p.m.)

Location: Zoom

Attendees:

Santa Clara CWG Members in Attendance	Downtown-Diridon CWG Members in Attendance	28th Street/Little Portugal CWG Members in Attendance
David Cajigas, Jonathon Evans, Jack Morash, Luke De Vogelaere,, and Ana Vargas-Smith	Alan Williams, Bert Weaver, Charlie Faas, Chris Morrisey, Elizabeth Chien-Hale, Fred Buzo, Jim Goddard, and Nathan Ulsh,	Bill Rankin, Carlos Diaz, Chris Patterson-Simmons, Davide Vieira, Helen Masamori, Justin Triano, Terry Christensen, and Ricardo Agredano
Members not in Attendance	Members not in Attendance	Members not in Attendance
Christian Malesic, Curtis Leigh, John Urban, and Ron Miller	Adina Levin, Carol Austen, Dana Grover, Derrick Seaver, Jeffrey Buchanan, and Larry Clark	Silvia Scandar, Connie Alvarez, Ed Berger, Elma Arredondo, Eric Thacker, Dee Barragan, Danny Garza, and Matt Gustafson

Other Speaker Attendees: Bernice Alaniz (VTA), Ron Golem (VTA), Joe Clayton (VTA), Erica Roecks (VTA), Ramses Madou (City of San Jose), Brian Stanke (City of San Jose), and Aaron Quigley (VTA)

Project Team in Attendance: Jill Gibson (VTA), Kristen Mei (VTA), Doug Moody (VTA), and Gabriela Newell (VTA)

Project Team not in Attendance: N/A

Meeting Agenda:

- Welcome and Introductions
- Follow-up Items
- Phase II & Real Estate/TOD Updates
- Airport Connector Updates
- Business Resource Program Update
- Community Engagement
- Government Affairs
- CWG Member Report Out
- Next Steps

Follow-Up Items:

- What work is being done in the Santa Clara & Newhall Yard station area this year?
- Concerned with pedestrian movement Downtown and Diridon Stations given that the BART station is only on one side of Santa Clara Street.
- Status of Phase I ridership

Comments, Issues and Questions	Response
Follow-Up Items	
Please provide some guidance with regards to CWG meeting dates and times going forth.	We will most likely be following the same cadence of meeting Tuesday, Wednesday, and Thursday when we host all three CWG meetings. But we will follow up on this and gauge survey results to see when the best times to meet are.
Please explain why the BART design guidelines create an inconvenience for people taking transit, especially through the transfer between Caltrain and BART.	For BART, standard operation includes going through a fare gate system to get to the platform from a concourse. At the Santa Clara City Council Meeting in May, further details will be provided on the Santa Clara BART Station design history.
Phase II & Real Estate/TOD Updates	
<p>There are concerns about the current proposal with regards to the Ventilation Shafts specifically between 2nd and 3rd Streets, that block in particular. Have we done any outreach to properties and business owners since there are fears due to the shafts not being built vertically?</p> <p>Will this look strange with all the high rises around it?</p>	<p>There are two Mid Tunnel Facilities, one at Stockton Street and another one at 13th and Santa Clara. At both facilities, we command the environmental document to architectural treatments, so the facilities are designed to integrate well into the neighborhood. The issue with Stockton Avenue is that it isn't really a retail corridor, so while one strategy is to put retail space in front, if you lease it and it never gets occupied, it doesn't help the corridor. At 13th and Santa Clara, we are going to need to build a ventilation shaft. At this point, we expect that we'll have a property available for development right at that corner which will be a mixed-use building. Because of the proximity and the way things are designed, there are structural considerations. For the site at 3rd and Santa Clara, we've been talking to an owner for a couple of years and with Councilmember Peralez's office. How do we ensure we have the minimum footprint that enables the necessary ventilation facility to be built and presents a development opportunity? We must demolish the small buildings at the corner but we're trying to minimize the</p>

	<p>facility while meeting needs and maximize opportunity to provide use of property and exposure that supports commercial corridor and the activity.</p> <p>If you look at any city setting, you will see high rise buildings, and shorter buildings on the next block. Ultimately, there will be a variance in building height that will balance out and not detract from the experience of downtown San Jose.</p>
<p>Are you purchasing buildings outside where the stations are between Market and 3rd?</p> <p>Are all the buildings you're purchasing are around the station area?</p>	<p>We aren't acquiring property around 7th street where Lee's sandwiches are. During planning and environmental review, there were various options for where the station would be located. There was a point in time where Lee's sandwiches would have been acquired as part of the Downtown San Jose Station – East Option in the environmental document. In the VTA Board approval of the final environmental document, the Downtown San Jose Station – West Option was selected, which means the station will be located where the Chase building is, and we don't have a need for property at 7th Street.</p> <p>For the block between Market and First and Santa Clara and St. John, we already own 70% of that block with the exception of the corners and the Chase building. We are in the process of buying the Chase bank building right now because that will be the site of the Downtown San Jose BART Station.</p>
<p>As part of Newhall Yard, are there plans or considerations for housing or other uses as that part of Santa Clara potentially urbanizes going forward.</p>	<p>The biggest challenge to building a concrete deck or podium over a yard like that is that it is a tremendously expensive exercise. When you look at the height limits that exist from the FAA because of proximity to the airport, it caps out at about 12 stories. The challenges in this are that when you only have 12 stories to work with, the value that you are creating that can both cover the cost of building the building and podium. Typically, you need at least 20 stories to cover the cost. It's something that we've thought about but doesn't seem feasible unless there is a change in the FAA or in construction technology. However, there is a lot of opportunities for redevelopment.</p>
<p>Airport Connector Update</p>	
<p>Do you have an example of a similar private-public transportation model?</p>	<p>There are some projects under way that are using a similar model. One that is closest is the Sepulveda Pass project that is developing a new train line and highway lane from the east valley into the heart of LA.</p>

	They are quite a bit more funded on the public side, doing what NASA does, bringing in two project developers and dropping one near the end and select the final proposal for construction to go out.
Is this the best resource to learn more about the project? https://www.sanjoseca.gov/your-government/departments-offices/transportation/departments-of-transportation	Yes, and we're really trying to post everything we can up there. Presentations, hosted videos, resources, RFI responses, unsolicited bids, etc. We're trying to do everything possible to ensure that this is a good resource.
If this connector process goes through, would this public/private model forbid other people to provide service to the airport along that service (ex. Could VTA no longer run a bus route)?	It is in discussion as to whether that would be the case. It is possible from the public perspective that it would be restricted.
Looking at all the requirements, it sounds like a lot of what you are doing could be serviced by doing an electric bus route. What is the goal behind something that is different from that?	If you ever get on Highway 87 during peak periods, you don't move. It's not convenient nor consistent, and we aren't able to produce the kind of transit experience we need. The problem with bus services is that they are stuck in the same traffic as the vehicles. To get transit to work, we need to make things more competitive. Getting things out of traffic and giving transit its own operating space is important. We're also looking for a larger system to expand from what it is.
I don't understand what you are wanting to do. Is it a tunnel system?	We are agnostic as to whether it is a tunnel or what, but what we care about is that it is not in mixed traffic. It could be a tunnel. It could be above grade or mixed. We're open to any technology that can solve and meet the project specifications.
If Caltrain and BART are both getting to Santa Clara, what about tunneling under the runways to the terminal?	High speed rail will never get to Santa Clara. Downtown San Jose at Diridon is an immensely growing activity center and we will get a great deal more ridership if we connect to Diridon versus Santa Clara.
Why is Cupertino involved?	Cupertino, the City of Santa Clara, the City of San Jose, and to some degree the county as well, are part of a Stevens Creek Blvd. joint planning effort. That planning effort was combined in the early phases of this project. We wanted to see the airport to Diridon all the way down Stevens Creek Blvd. all go out as one project. We made this less complicated by just doing the airport portion. All these groups together did submit a concept to the Plan Bay Area process and got us a new Stevens Creek Blvd. line nominated into the Plan Bay Area document. We are all working together on the future of that corridor. All those jurisdictions are

	looking at what we're doing for the airport connector to see if we can do it there as well.
Business Resource Program (BRP) Update	
Happy to see that there is a BRP. This is something that won't happen until we break ground, right? It's just the planning stage of what the resource and program will be	Early construction work is anticipated to start in the 2023 timeframe. In the plan, we would have the program ready to support those businesses when we begin construction. We're doing all the preliminary efforts now to ensure that the program meets the needs and then we will analyze what we've already developed based on the contractors means and methods. Once we know exactly the proposed delivery methods and what type of access to businesses, sidewalk closures, intermittent closures that may reduce access to businesses. Depending on what access to business are, we would implement relevant elements of the program. We definitely want to have this ready for 2023 construction.
As a business owner, how do I get involved?	We'd be happy to share any information we have on the Business Resource Program. Since you weren't yet established, you probably missed us interviewing you. We're open to input you have and want to provide you with any information you need. We'll be sure to include you with that once we start doing outreach efforts and implementing the program.
Community Engagement	
Would website be a place where local residents where local residents can raise concerns, issues and ask questions regarding the project? Ideally, there would be the creation of a ticket that is tracked for any concerns or issues that may arise.	We have some interesting ideas that we've been considering. The focus is to make it into a virtual project office where you can access information so that people can find out what they need to know, leave a comment, and interact. A key member of our team, Lucas Perez, has been brought on from Customer Service to help improve that experience and ensure that residents and community members are able to get the help they need through a trackable platform like Salesforce.
What work is being done in the Santa Clara & Newhall Yard station area this year?	Work at Santa Clara & Newhall Yard will include the removal and treatment of topsoil, geotechnical testing, as well as general pre-construction preparations for the portal.
CWG Member Report	
A question has arisen from the neighbors, as well as from Five Wounds Church and Cristo Rey San Jose High School. How is VTA going to secure that property (11	This is an issue and concern we have anywhere you buy property, not just in the Five Wounds Area. The particulars depend on the timing of when we buy property if there's tenants. For example, if we get a

<p>acres behind Five Wounds Church) so that it doesn't become a crash zone for Mineta San Jose Airport that's happening there with squatters currently.</p> <p>How do you work with the City?</p> <p>Will you demolish as soon as you get possession of property?</p>	<p>property early and there's a tenant that wants to stay until we need it for construction the best way to keep activity is to keep the tenant in place and we'll do that. When we get to the point when there is a property that is vacant and it is property that is going to be demolished, we don't wait for the construction, instead we demolish and then build and fence the site to prevent the outcomes you described.</p> <p>VTA is part of our statutory authority, as we use a special district of authority from the state. Transportation projects don't require local permitting. When we proceed with demolition and construction, the permitting and construction process it isn't the same as the local process. We don't have a need to get an approval from San Jose City hall for buildings that will be torn down for the projects.</p> <p>Yes, that is our basic plan. From our perspective, it is bad to have vacant buildings. Our solution is to demolish buildings and secure sites. We're already in the process of clearing and securing sites downtown.</p>
<p>Concerned with pedestrian movement Downtown and Diridon Stations given that the BART station is only on one side of Santa Clara Street. I'd like to request an agenda item, not at the 28th street meeting, but Downtown-Diridon meeting. I understand that we can't have entrances on both sides, but we need to come up with pedestrian bridges or something to prevent traffic interruption at Santa Clara.</p>	<p>On notice. Presentation will be included in May meeting.</p>
<p>I'm also concerned about squatters and homelessness. In areas by the airport, the authorities have shown that we don't have much control. Is there going to be a different way to handle squatters when demolitions are happening or are we following the same process that the City is going through.</p>	<p>We can't speak to anything the City of San Jose is doing. With respect to VTA properties separate from the BART project, it varies from location to location because we have properties and facilities all over the county and these issues do pop up. VTA does have a procedure and process. Whenever an encampment appears, we contact the individuals and deal with relocation. We have a lot of experience are doing this already.</p>
<p>The last thing I attended was your VTA presentation to the City of Santa Clara on 01/05/22, which was excellent. It sounded like our City Council was listening to you</p>	<p>Thank you. Just as a reminder, the Santa Clara City Council Study Session on the Santa Clara BART station design history will be on May 10th.</p>

with multiple questions and interests.
That was what we needed to shine a light
that this is happening. You did a good job
addressing the fear of a chance that
Santa Clara Station not being included in
the project. Thank you for providing that
reassurance that this project is real.

At this point, there can be more dialogue
through community engagement on the
project.

Next CWG Meeting: *May 17th, 18th, 19th, 2022, 4:00 PM, Zoom*

Prepared by: Kristen Mei (VTA)

Concurred by: Erica Roecks (VTA)

Distribution: CWG Members
Project Team
City & Public Agency Staff
Distribution List