



Downtown/Diridon Community Working Group Meeting

Date of Meeting: September 12, 2017 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Alan Williams, Deborah Arant, Charlie Faas, Bert Weaver, Asn Ndiaye, Jim Goddard, and Laura Tolkoff

Members not in Attendance: Adina Levin, Scott Knies, Bruce Friesen, Victor Gomez

Other Speaker Attendees: Brandi Childress (VTA), Pamela Herhold (BART), Ali Hudda (VTA), Ramses Madou (CSJ), Nancy Klein (CSJ), Eric Eidlin (CSJ), Jim Ortbal (CSJ), Tom Fitzwater (VTA)

Additional Project Team in Attendance: Jill Gibson (VTA), Erica Roecks (VTA), Brandi Childress (VTA), Alex Shoor (VTA), Erin Sheelen (VTA), Adriano Rothschild (VTA), Tyla Treasure (VTA), Nicole Franklin (VTA), Jessica Zenk (CSJ), Ahmad Qayoumi (CSJ), and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Leyla Hedayat (VTA), Michael Brilliot (CSJ)

Location: VTA Customer Service Center 64 N. Market Street, San Jose CA

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow-up Items
- CWG Work Plan
- Discussion of Measure B Lawsuit
- BART Fare Setting Process & Background
- Future Intermodal Downtown San Jose Update & Study Tour Recap
- Phase I Update
- VTA's Environmental Project Description Decision Making Process
- Transit Oriented Development Planning Study Updates
- Review Action Items and Next Meeting Dates:

NEXT CWG Meeting:

Downtown/Diridon Working Group: November 14, 2017 –
Cityview Plaza Tower-100 W. San Fernando #340, San Jose CA

Key Issues/Comments/Questions:

Comment/Question	Response
Measure B Update	
Will lawsuit impact the pothole funding as well?	Yes, every project is impacted in every category. Here is the link to the VTA Blog regarding the lawsuit: http://www.vta.org/News-and-Media/Connect-with-VTA/When-Will-the-Potholes-be-Fixed-2016-Measure-B-Funds-Tied-up-in-Court
The lawsuit really comes from the provision in Measure B that allows the VTA Board to change the Expenditure Plan.	Comment noted.
BART Fare Setting Process & Background	
Has the BART fare been set for Phase I and Phase II?	Not yet, BART sets the fares approximately six months prior to opening the extensions
Do children under 5 need a ticket to ride BART?	No. It is free for children under the age of 5 and no ticket is required.
Is there a way for BART to discount a trip that uses multiple systems? There should be some “regional rationalization” maybe the State should get involved. We have to figure this out!	Involving the State is unlikely to be productive. There may be a way to create a system such as you are suggesting as part of the Clipper 2.0 effort where the various systems should be much better integrated than they have been.
I agree with the previous comment and was thinking about several things: 1) Is there a way to look at using the regional fare study to meaningfully enable transfer trips 2) VTA flat fare now, where will this BART fare live? Clipper, BART, VTA’s website? Where can people get information about these fares?	The BART fare information for the Phase I service will be available on various websites including 511, MTC, VTA, and BART. VTA will be doing community education efforts so local communities will be able understand it. BART and VTA’s trip planner software will also show the fares.
Will VTA receive the fares?	Yes, any trip entering or exiting in Santa Clara County will get the full fare for that trip.
Currently SJSU students ride from Fremont on their Clipper card for free. That service will change to BART which will then cost them \$7. How can we change that? When will that change happen?	The change you are referring to is part of the Next Network effort to align service to meet the new BART service. The changes will not happen until Phase I opens. Maybe SJSU can look into joining BART’s higher education program for their students.
What is the 50-cent surcharge for?	That is a new trip surcharge when using paper tickets. This can be avoided by using a Clipper smart card.
Is \$45 the lowest Clipper card?	No, the card itself costs \$3 and is then loadable and re-usable. BART has a program to distribute Clipper cards for free to low income people who qualify.

Do other transit agencies charge extra for paper tickets?	Yes, many do.
Future Intermodal Downtown San Jose Update & Study Tour Recap	
These examples are very nice and open. Will Santa Clara Street be depressed under Diridon Station?	It is too soon to know the exact configuration. But all things are on the table.
The retail aspect of the future station is an important consideration.	We agree. There are opportunities for retail in both the horizontal and vertical aspects of the future station. Having a large user adjacent to the station such as Google is also a big incentive for retail since the retail can serve the riders and the neighbors.
The priority should be to make the connections between services logical, easy, natural and integrated. That is important.	Yes, we agree.
Is ACE and High Speed Rail being coordinated with?	Yes, all of the transportation providers are being coordinated with in this effort.
What about parking we can't forget that.	Yes, parking is part of the planning and discussions.
When will the Google deal be finalized?	The goal is to be finished with the negotiation phase by March 2018. Then the project would enter an environmental process.
Is the governance of the station being considered?	Yes, the partners in this effort, which includes Caltrain and High Speed Rail not just the City and VTA, are considering various models but have not yet landed on the exact governance model.
A comment and a question: 1) flow is also called foot traffic 2) Did any of the stations that were visited have high speed rail integrated with single-bore or twin-bore subway?	We will follow up and get back to you.
Phase I Update	
What is the new opening date?	June 2018.
Will both new stations be opened at the same time?	Yes.
VTA's Environmental Project Description Decision Making Process	
Why does the downtown station area excavation on the map look longer than Diridon?	Because of additional cut-and-cover for the cross-over tracks in that location in addition to the station.
What is the cost difference between single- and twin-bore?	Costs will be discussed at the September 22 nd VTA Board Workshop.
What is the time period that the final environmental document will be released to	There will be a minimum of 30 days period between when the final document is released and when the

the public before the VTA Board action to certify the document?	VTA Board takes action to certify the document.
When will real estate acquisition start?	Property owners will know if their property or a portion of their property is required for construction or operation of the project after environmental clearance is complete and engineering progresses to more detailed design work. More information on the process can be found here: http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/Real%20Estate%20Acquisition%20for%20VTA%20Projects.pdf . It will be most likely to start in Spring 2019.
I believe the FTA will be concerned about the Measure B lawsuit.	They have not indicated that concern thus far.
Transit Oriented Development Planning Study Updates	
I would encourage VTA and the City to make the sphere of influence around these stations even larger especially the Diridon Station where we are looking to capture High Speed rail riders who are regional not just local.	Comment noted.
I live in the green box area on the map. Do not forget this is an historic residential district. We want to preserve our neighborhood yet connect to the Diridon Station.	Comment noted.
SJSU is the largest employer and has 40,000 daily commuters. Do not forget us and our needs.	Comment noted.
Ditto as a neighbor to SJSU.	Comment noted.
How does the Downtown Strategy EIR sync up with this planning effort?	That EIR is really clearing capacity for various developments in the future. Usually there is a big vision but that EIR is more about capacity.
How will the Urban Village plans integrate with the access planning?	Streetscape called for in the Urban Village Plan has been included.
I believe VTA's Light Rail system in downtown will be undergrounded within the next 20 years. That should be considered as well.	Comment noted.

Follow-Up Items:

- The Correct dates for the February and April CWG meetings are February 6th and April 3rd. See updated workplan on the CWG website (www.vta.org/bart/phaseII/CWGs).

- Research whether any of the stations that were visited have a single-bore or twin-bore subway integrated with high speed rail.

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

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