



## **Santa Clara Community Working Group Meeting**

**Date of Meeting:** September 14, 2017 (4:00 p.m. to 6:00 p.m.)

### **Attendees:**

Members in Attendance: John Urban, Sudhanshu Jain, and Chris Shay

Members not in Attendance: Chris Horton, Ron Miller, Richard Fedesco, Steve Bures, Jack Morash and Rahul Chandhok

Other Speaker Attendees: Nicole Franklin (VTA), Pamela Herhold (BART), Ali Hudda (VTA)

Additional Project Team in Attendance: Jill Gibson (VTA), Erica Roecks (VTA), Alex Shoor (VTA), Adriano Rothschild (VTA), Tyla Treasure (VTA), John Davdison (City of Santa Clara), and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Leyla Hedayat (VTA)

**Location:** City Council Chambers 1500 Warburton, Santa Clara, CA

### **Summary:**

#### **The Meeting agenda included:**

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

NEXT CWG Meetings:

Santa Clara Working Group: November 16, 2017 - City Council Chambers: 1500 Warburton Avenue, Santa Clara, CA

**Key Issues/Comments/Questions:**

Comment/Question	Response
<b>Follow Up items</b>	
Members were asked whether there was interest in having a tour of the BART Concord Maintenance Yard since the activities there would be similar to the Newhall Yard. The CWG members present indicated they were interested in a tour and thought others would be as well. The CWG members recommended area property owners be also notified and allowed to attend the tour.	Staff to plan tour of Concord Maintenance Facility, open tour to area property owners such as Hunter Storm, the Earthquakes, etc.
Chris Horton is no longer with the Chamber.	Staff reached out to the Chamber and the new representative on the CWG is Nick Kaspar.
<b>Phase I Update</b>	
Are there any lessons learned so far?	The first train was hot inside but all went smoothly. No big lessons yet.
The Milpitas Station looks very attractive.	Thank you; we think so as well.
Have you had any push back from the local residents regarding noise?	No. We have provided a lot of mitigations and VTA has done a lot of community outreach to the adjacent property owners. VTA has provided triple paned windows on second stories and above to those who qualified and is using some technologies to help dampen the noise.
Is the Warm Springs extension using the same mitigations?	<p>No. Here is the link to VTA's Mitigation Monitoring and Reporting Program (MMRP) table of mitigations for Phase I. The noise and vibration mitigations start on page 7:</p> <p><a href="http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/2Q-2017_MMRP_final_2017-08-21.pdf">http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/2Q-2017_MMRP_final_2017-08-21.pdf</a></p> <p>Here is the link to the BART MMRP for the Warm Springs extension. The noise and vibration section starts on page 2-69:</p> <p><a href="https://www.bart.gov/sites/default/files/docs/MMRP.pdf">https://www.bart.gov/sites/default/files/docs/MMRP.pdf</a></p>
<b>BART Fare Setting Process &amp; Background</b>	
Does the Transbay surcharge go to the new tube which is so badly needed?	No. The surcharge goes first to operations and then if there are additional funds to other capital projects

	that are needed for the current system. The additional crossing is part of a regional effort that is looking at a variety of solutions not just BART.
Is the San Mateo surcharge because they are not part of the original three counties?	Yes.
Does the San Mateo surcharge have a relationship to your 83% farebox recovery?	No, it is not set to any specific metric.
Please explain more fully the higher education discount fare category?	The only school using this currently is SFSU. BART is discussing this with a couple of other colleges. The Program is revenue neutral for BART. SFSU students voted to add the fee into their school fees and we can track their use because their student ID card is the Clipper Card. We track the use then bill the school and they pay us using the fees collected from the students. The students enjoy a discounted fare as a result.
Is using BART in San Francisco or Oakland downtowns the same fare as using the bus? That is the way it worked when I lived there. Will that also be the case for downtown San Jose?	Within the Central Business Districts there is a flat fee that is very similar to the bus fees (four stations in San Francisco and three in Oakland are in the Districts). There is no formal process to align them to bus fares specifically but because the downtowns are smallish they fit in the short fare category and that could be the same for downtown San Jose as well.
I have read about people jumping the fare gates, can you speak to that?	The \$25m estimate of lost revenues is just an estimate but yes, it is a problem and one BART is working to correct.
Can you update us on Clipper 2.0?	There is an RFP that was just released to update the system and all of the transit districts are involved. Specifically, Clipper is needing to become a robust mobile application and the time between depositing money into accounts to when it is available for use needs to be shortened. Those are some goals for the update. The current contract does not expire until 2019 and there are provisions to extend if the new agreement is not in place.
How would the VTA surcharge work and when will it go in?	A VTA surcharge is not expected to be in place on Phase I fares. VTA benefits from the 1/8 cent sales tax for operations passed by county voters in 2008 as well as all fares that enter or exit in Santa Clara County. Before VTA opens Phase 2 VTA will make an assessment about a possible surcharge and look at the actual experience from Phase I.
What is shortfall for the current BART system?	The shortfall is about \$6b. This number is derived from a \$17b needs assessment minus the reasonably anticipated \$12b in revenues leaves

	BART about \$6b short.
<b>Transit Oriented Development Planning Study Updates</b>	
Will the City of Santa Clara be updating any plans during the planning timeframe VTA is doing its work?	John Davidson from the City of Santa Clara will provide an update at our November CWG meeting.
Was the Station Area Plan ever adopted by the City?	No. It was accepted but not adopted by the Council. This means not all of the elements were incorporated into City planning efforts.
The City of Santa Clara does not seem to have the will to approve the densities that will make the station area great. Previous developments that have been proposed before the Council have been scaled back to the point they don't pencil out. We have an opportunity here to do something great. This is a once in a life time opportunity to make this great. I hope we don't miss out.	Comment noted.
There is a lot of land around the station area that fits under San Jose's land use jurisdiction (FMC, properties on Campbell Avenue). What are their plans? Can we add this item to our work plan and get a San Jose planner to come explain this to us?	Yes, we can add this to the work plan.
Who has trump card?	City Councils are in charge of land use and density decisions not VTA.
Stevens Creek is going to become very dense. Some of that density should be located near the BART station.	Comment noted.
Santa Clara University supports higher density in the area and has been monitoring all of the proposed developments.	Comment noted.
Developers do need a certain amount of height or units above the four-story podium or it does not pencil out for them.	Comment noted.
UP is planning to add additional track 4,200 feet of it near the Santa Clara Station.	Thank you for flagging that.
<b>Future Intermodal Downtown San Jose Update &amp; Study Tour Recap</b>	
In Europe, there are public and private partnerships that allow for private offices above stations and similar combined uses. Can we do that at Diridon?	Yes, VTA and its partners are open to public and private entities working together at Diridon.
We also want similar thinking about the quality of design, partnership and	Comment noted. It is VTA's intent to have excellent design and architecture at all of the stations.

opportunities for placemaking here at Santa Clara Station as well. So save some budget for our station too.	
Shouldn't the Google deal be done before VTA and others start planning the Station?	The Google agreement may be in place by Spring of 2018 which is excellent timing related to the design effort at Diridon.
<b>VTA's Environmental Project Description Decision Making Process</b>	
Has the project status changed with VTA?	No. Everything is tracking as it should be. VTA speaks with FTA staff regularly.
At the VTA Board meeting are there any Santa Clara related decisions on the agenda?	No. The workshop and Board meeting are to focus on the three outstanding items (Downtown San Jose station location, Diridon Station location, and the tunnel methodology) which are mostly impacting the City of San Jose.
What is the current funding strategy.	The current funding strategy can be found in the April 2017 CWG Presentation on slide 12: <a href="http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/4-6-17%20Santa%20Clara%20CWG%20Presentation.pdf">http://vtaorgcontent.s3-us-west-1.amazonaws.com/Site_Content/4-6-17%20Santa%20Clara%20CWG%20Presentation.pdf</a>
How do the FTA New Starts Grant chances look?	VTA is fortunate to have so much local support and local funding for the project. It should compete well.
Is there a chance the Central Valley congressional delegation will take on the BART project as they did the Caltrain funding because of the link to high speed rail.	No, we do not expect that to happen.

**Follow-Up Items:**

- Plan tour of Concord Maintenance Facility, open tour to area property owners such as Hunter Storm, Earthquakes etc.
- Add to work plan the City of San Jose presentation regarding the City plans for FMC and properties along Campbell Avenue.

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

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