



Santa Clara Community Working Group Meeting

Date of Meeting: October 15, 2015 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: John Urban, Sudhanshu Jain, Richard Fedesco, Chris Shay, Jack Morash, Chris Lepe, Ron Miller, Denise Harris

Members not in Attendance: Steve Bures, Rahul Chandhok

Other Speaker Attendees: Kevin Kurimoto (VTA), Brent Pearse (VTA), Krishna Davey (VTA), Jennifer Rossi (VTA), Tom Fitzwater (VTA), Mike Smith (VTA), Jen Mayer (Ernst & Young), Thomas Tomula (BART)

Project Team in Attendance: Leyla Hedayat (VTA), Erica Roecks (VTA), Angela Sipp (VTA), Eileen Goodwin (Apex)

Project Team not in Attendance: John Davidson (City of Santa Clara)

Location: Santa Clara Senior Center, 1303 Fremont Street, Santa Clara, CA

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow up items – (Work Plan Shifts and new location for meetings in 2016 and Schedule Update) – Facilitator and VTA Staff
- BART System Operation and Maintenance-BART Staff
- Project Status – Introduction to Phase II Santa Clara station campus, features and process – VTA Staff
- Financial Update BART Phase II – VTA Staff and Ernest & Young
- Review Action Items and Next Meeting Date (December 3, 2015 4 p.m.-6 p.m.) – Facilitator

Key Issues/Comments/Questions:

Comment/Question	Response
Follow up items	
Bellarmine student body meeting has not yet been scheduled.	Angela and Brent will work with Ron to get meeting scheduled.
Work Plan Shifts and new location for meetings in 2016	

I do not know the address of the Chamber? Can that be provided.	VTA to CWG members the address for the Chamber for the future meetings: 1850 Warburton Ave, Santa Clara, CA 95050 Chamber phone (408) 244-8244. The December meeting will be at the Senior Center.
The on-line sales tax expenditure maps are missing the dollar amounts for each project. Also the Measure B operations tax should be added to the on-line list.	VTA can look into doing that.
Schedule Update	
Explain milestone chart again?	Done.
VTA's joint development process, what is the process?	The VTA is assuming consistency with existing General Plans and doing related traffic analysis as part of the EIR. Actual future development will have to have a project level environmental document once the actual project is identified.
Santa Clara is updating their plans now. The General Plan will be modified.	Yes, VTA is aware of that and coordinating with the City. It is unlikely that any development would occur before 8-10 years from now so many things are likely to change.
BART System Operation and Maintenance	
Can you explain recovery ratio? Does it include all costs?	Yes we have all costs as part of that calculation.
What are the hours for maintenance?	Two hour window during the week. Longer window on weekends.
The BART cars are very loud now, why? Will that change?	Yes they are loud because the cars are older. The new technology has better floor, glass and door insulation.
Where does most of the noise come from?	The wheel and track interface. The new cars will be quieter there as well.
Will the new cars have wifi? That would increase ridership and help get cars off the road.	It is not clear whether the cars will have wifi that is a BART Board decision that hasn't been made yet. The cars are "wifi ready" but BART has no current agreement with a provider.
Where are these cars made?	They are made by Bombardier in New York.
Why is Hayward the main shop for the heavy work?	Because Hayward is large enough and in a central location. Our system is moving to having more miles to the south so Hayward is ideal. It is also in an industrial location not adjacent to neighborhoods like

	all of our other yards are. Expanding there worked out very well.
Would Newhall's load be able to be absorbed in Hayward if there was no Newhall yard?	No. The area is developed out with the buildings and wouldn't be able to store all the trains we expect and need to store at Newhall. Also, there would be inefficiencies in the system without Newhall that would make operations costs increase.
What if you didn't do the five year maintenance schedule?	There would be a loss of reliability and a larger maintenance bill when maintenance would occur. That is our old model. This newer maintenance strategy is much better and keeps capacity and reliability high which translates to better service.
When BART drops from 15 minute headways to 12 minute headways how many additional cars does that take off the road?	We will need to research that.
Could you drop to 10 minute headways?	There are currently constraints in the very dense part of the system (at the core in the urban areas) that make it unlikely. Also key to reducing headways is the number of trains per hour that can travel through the transbay tube.
How many more BART cars are needed beyond Berryessa?	That information will be in the EIR.
Why is there a need for a maintenance facility at Newhall?	Berryessa is an interim situation. It is small and not ideal and does not have enough storage for what BART will need. Today it is a tight fit and service will be growing. There is limited ability to expand there or in our other yards. Again, end of line yards create operational efficiency which saves operations funds. FTA who will be reviewing the project will be looking for an efficient system. VTA already owns Newhall area property.
Does VTA have costs for operations and maintenance for the Phase II project broken down so the Diridon to Santa Clara piece can be identified?	VTA can provide that.
Please explain more about the maintenance.	The maintenance needs to be done in a safe place. Cars can not be maintained along the line anywhere and BART absolutely won't be able to be doing

	<p>maintenance in the tunnel section. There is no room. Sometimes BART does maintenance involving single tracking. This is accomplished mostly on Sundays to minimize inconvenience during peak times.</p>
<p>Is there a reason why Berryessa area is not good for a maintenance facility?</p>	<p>BART prefers the end of line location for efficiency and storage. The typical yard is more than 10 acres. Small yards are not efficient especially ones with access only from one direction in the middle of a line. There would be 10-15 min dead head (empty car) runs to get cars going in the morning from there and that is not efficient use of operations money either as there would be costs associated with that. Need to bring in full trains when maintaining and storing cars so work arounds and inefficiencies are not desired.</p>
<p>Is there anything about Newhall that makes it undesirable?</p>	<p>Newhall is a very ideal site. It is a good size and the right shape since it was a rail yard there is a lot to like about it. VTA already owns Newhall area property.</p>
<p>Fare box recovery just covers operating costs, does it not?</p>	<p>Actually BART has a practice of funding capital projects out of fare box recovery. The Hayward yard and the train control project both are using fare box funds.</p>
<p>Project Status – Introduction to Phase II Santa Clara station campus, features and process</p>	
<p>That west parking site option is gone from consideration?</p>	<p>Yes.</p>
<p>The pedestrian overcrossing is gone from the design?</p>	<p>Yes, it is not needed now that the Caltrain undercrossing is being coordinated with.</p>
<p>Who owns the west parking site that was previously included?</p>	<p>City and VTA.</p>
<p>Will it be surface parking?</p>	<p>The intent is to have a joint development and integrated parking in a structure.</p>
<p>Is the Caltrain tunnel going to be impeded?</p>	<p>No. People will be able to go straight through or turn and access Caltrain and BART.</p>
<p>What is the yellow area on the station site plan?</p>	<p>The station.</p>
<p>Where will this project get its power?</p>	<p>PG&E</p>
<p>Has solar been considered?</p>	<p>Yes, the design accommodates it but no agreement has been agreed to yet. VTA</p>

	has implemented other purchase-power agreements at VTA maintenance facilities.
Is there enough power?	VTA is looking at powering the station and garage not the trains.
Have you considered the Santa Clara local energy provider?	No.
Is clean energy a choice?	Yes, VTA is looking into that for all of their facilities.
With the City's Santa Clara Station Area Plan and Caltrain already in service, there is not enough parking. Is VTA looking at doing a joint lot with Caltrain? It would be nice to have one definitive place for parking.	VTA is part of the Caltrain JPA. VTA and Caltrain staff coordinate and are looking at those types of issues. But the site is constrained.
Financial Update BART Phase II	
What is the likelihood of the Cap and Trade funds in comparison to FTA New Starts and Measure X?	Probably least likely of the three funding sources you mentioned. However, there have been some positive recent developments. The pot of cap and trade that might fund the BART project has been increased. Also, multi-year project deliveries and funding streams are now eligible.
Of the complimentary strategies which ones are more likely?	The vehicle related ones. The final SEIS/SEIR3 will have a financial plan.
Tap into as many sources as you need to reduce the call for the funds from the new sales tax. The new tax is needed for other priority projects. This project's share should be minimized.	The BART project will need political backing and city backing to push through some of these revenue sources such as a hotel tax.
Parking pricing is a good idea.	Yes, but the project would need to be in place. This would help with operations and maintenance costs not construction costs.
What numbers are you using for discussion purposes with the sales tax measure and percentages?	The tax is estimated to raise between \$6-6.5B. So \$1.5B would be roughly 25%.
What about getting BART to have more efficiencies? Why is it always an idea to do more taxes without creating efficiencies? BART has a big budget? Why no operational contribution?	BART's 75% farebox recovery is very high in the industry. There may be a way to have a surcharge for riders of the system. The FTA will be looking at the financing plan and one of the things they look at is whether other transit projects are suffering to add a new project. They do now want to see reductions to fund new service. There are equity issues to consider as well.
Riders shouldn't have to pay more.	Comment noted.

<p>If BART is to get 25% of the \$6B how likely is it that BART would get more over time? Is that being talked about?</p>	<p>There is talk about capping the BART project to no more than 25% of the Measure X funds. This is because other projects are worried their projects may not be funded as a result. There may or may not ultimately be a cap but is under discussion.</p>
<p>MTC raised the cap and trade estimate amount at their last meeting from \$75M to \$750M for the BART Silicon Valley project.</p>	<p>Thank you for that information. Comment noted.</p>
<p>Will there be a value engineering effort also to look at cost reduction or dropping stations? If so when?</p>	<p>VTA Board is committed to the 4 station project. VTA Board will consider the full project in August 2016. They will make decisions about project elements and whether scope reductions are necessary then. The project will know the outcome of the sales tax measure prior to finalizing a commitment to go forward in 2017.</p>

Follow-Up Items:

- VTA to work with Bellarmine to get student body meeting scheduled.
- VTA to send CWG members the address for the Chamber for the future meetings— 1850 Warburton Ave in Santa Clara and it will be on future meeting agendas in 2016. The December meeting will be at the Senior Center.
- VTA to add to the on-line sales tax expenditure maps the dollar amounts for each project. Also the Measure B operations tax should be added to the on-line list.
- BART to provide how many additional cars are taken off the road when BART headways drops from 15 minute headways to 12 minute headways.
- VTA to provide cost of operations and maintenance for the Diridon to Santa Clara piece.
- Additional CWG meetings in December to discuss construction methods – Santa Clara meeting will be Thursday, December 3rd. Other meetings on December 1st and December 2nd so members can attend another group’s meeting if the date doesn’t work for you

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

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