



Solutions that move you

Santa Clara Community Working Group Meeting

Date of Meeting: September 13, 2018 (4:00 p.m. to 5:30 p.m.)

Attendees:

Members in Attendance: Jack Morash, Nick Kasper, Sudhanshu Jain, Ron Miller, Luke De Vogelaere, Elizabeth Monley, Ana Vargas-Smith, and Chris Shay

Members not in Attendance: John Urban, Curtis Leigh, and Marilyn Ponte

Other Speaker Attendees: Jill Gibson (VTA), Sharif Abou-Sabh (VTA), Gretchen Baisa (VTA), Erica Roecks (VTA), Kathy Bradley (VTA), and Karen Eddleman (AR/WS)

Additional Project Team in Attendance: Jessica Zenk (CSJ), John Davidson (City of Santa Clara), and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Charla Gomez (CSJ)

Location: Santa Clara University Office, Second Floor, 475 El Camino Real in Santa Clara, CA

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow-up Items
- Government Affairs Update
- Phase II Update
- Construction Education and Outreach Plan
- Relocation Planning Presentation
- Transit Oriented Joint Development Strategy and Access Planning Studies Update
- Review Action Items and Next Meeting Dates

Next CWG Meeting:

Santa Clara Working Group: November 15th, 2018 –, Santa Clara University Office, 475 El Camino Real, Second Floor, in Santa Clara, CA

Key Issues/Comments/Questions:

Comment/Question	Response
Follow Up items	
No comments noted.	
Government Affairs	
What is the lawsuit status for RM3?	<p>Regional Measure 3 (RM3) is a nine county ballot measure to authorize the Metropolitan Transportation Commission (MTC) acting as the Bay Area Toll Authority (BATA), to raise the fees on the seven state owned bridges in the Bay Area, by \$3.00 and phased in by 2025. The measure also proposed a list of projects that would be supported by the increase, including \$375 million for the BART extension to Silicon Valley, Phase II. RM3 appeared on the June 4, 2018 ballot and passed by 55% of voters in the nine Bay Area counties.</p> <p>On July 5, the Howard Jarvis Taxpayers Association (HJTA) filed suit in San Francisco Superior Court against BATA and the California legislature seeking to invalidate the measure. The complaint argues that RM3 constitutes a “tax” requiring a two-thirds majority to pass.</p> <p>RM3 was written with guidance from the state’s Office of Legislative Counsel with the goal of ensuring compliance with Proposition 26, which updated the definition of taxes and fees in California state law. BATA’s outside counsel, Orrick, has filed a motion to dismiss the suit which will be considered on Wednesday, October 10. It is estimated that it will then take 30 to 60 days for a decision on the motion.</p>
Phase II	
Will the CWG members be notified on the construction activity?	Yes.
What are you basing the decision on regarding the GEC and other contractors?	The response to any RFPs, the qualifications of the team members and their experience with similar projects. Price is not the only criteria.
Does it make a difference whether we use a single or double bore tunnel in doing Design Build (D-B) or Design Bid Build (DBB)?	No. Either tunnel can be Design Build.
Is D-B being faster the reason for D-B because there are fewer approvals? So, you use D-B for things that don’t involve community input?	Not really. It goes faster because you can have concurrent activities that do not have to wait for 100% design.

Are you aware of lessons learned form the delayed Phase I project?	Yes, absolutely. We want to learn from Phase I and have Phase II be better. We do not want to repeat mistakes.
Public Comment: Regarding the vent structures on Stockton, are there three sites?	There were four locations on three sites cleared in the environmental document. We do not have any further update currently.
Construction Education and Outreach Plan	
How do we sign up for the newsletter?	Please complete the in-take form that can be accessed at http://www.vta.org/phase2info that will get you automatically added to the newsletter list.
Can you send us the links to soft copy versions of the fact sheets so we can share them?	All the fact sheets are on our website: http://www.vta.org/bart/communications/document-library Here are links to the Phase II fact sheets we provided at the meeting: <ul style="list-style-type: none"> • VTA's BART Silicon Valley Phase II Extension Project • VTA's BART Silicon Valley Phase II Project Benefits • VTA's BART Silicon Valley Phase II Tunneling • VTA's BART Silicon Valley Phase II Alum Rock/28th Street Station • VTA's BART Silicon Valley Phase II Downtown San Jose Station • VTA's BART Silicon Valley Phase II Diridon Station • VTA's BART Silicon Valley Phase II Santa Clara Station • VTA's BART Silicon Valley Phase II Newhall Maintenance Facility • VTA's BART Silicon Valley Phase II Ventilation Facility • VTA's BART Silicon Valley Phase II TOD Corridor Strategies and Access Planning Study
When you contact people door to door do you just leave flyers or do you knock on the doors?	We do both. We are trying to meet as many people as possible before the construction begins.
Can you do some presentations for Santa Clara University now that we are back in session?	Yes.
Will we get more than 72 hours notice on construction? Some of our people use parking at the Newhall Yard.	Yes. We will work with you to give you a month's notice then two weeks then the 72 hours.
Public Comment: Can you clarify the public notice timing again?	We will notice the public a month out, then two weeks, and then 72 hours prior to construction.

Transit Oriented Joint Development Strategy and Access Planning	
No comments/questions noted	
Relocation Planning Report —meeting attendees, including CWG members, were told that if they wanted their comments in the official document then they needed to fill out a blue comment card	
I am excited we have moved to this point in the process. What about the FedEx Apple site? Is there anything to share?	Not at this point the design team is still refining designs. We will add it to our items we are tracking for the CWG.
Are the CWG members part of the Business Strategy of who should move where?	The Plan is not naming which businesses may or may not get relocated. The relocation is a business decision of the business owner. The VTA role is to work with the owner to find sites and to pay for the relocation and business re-establishment.
The construction will cause disruption. How can we help make it the least disruptive as possible?	We will be bringing strategies back to the group as part of the CEOP discussion. We will want assistance from the Chamber and others as construction gets going to partner in getting the word out and to help market the businesses during construction.
Public Comment: Our property was not properly noticed.	We can check on that outside of the CWG process.
Public Comment: There was no reference to the vent structures on Stockton easily identifiable in the environmental document.	Comment noted.

Follow-Up Items:

- Keep CWG members informed of station naming item on future VTA Board agendas opportunities.
- Distribute new funding plan once developed.
- Update on RM3 Lawsuit in the meeting summary – provided in meeting summary above
- Provide links to factsheets – provided in meeting summary above
- Schedule Santa Clara University presentations
- Update on Status of FedEx site when available

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

CWG
Project Team
City Staff
Distribution list