



Santa Clara Community Working Group Meeting

Date of Meeting: November 17, 2016 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Jack Morash, Sudhanshu Jain, Ron Miller, Richard Fedesco, Chris Shay, Deborah Arant (Downtown CWG make up meeting)

Members not in Attendance: John Urban, Steve Bures, Rahul Chandhok, Denise Harris, Chris Lepe

Other Speaker Attendees: Jim Unites (VTA), Liz Brazil (VTA), Kevin Wilson (VTA), Tom Fitzwater (VTA) and Margaret Simmons-Cross (VTA)

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

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

Location: Historic Railroad Society, 1005 Railroad Avenue in Santa Clara, CA

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow Up Items – Facilitator
- Work Plan Update – Facilitator
- Schedule Update – VTA Staff
- Project and Schedule Update – VTA Staff
- Measure B Update – VTA Staff
- Diridon Transportation Facilities Master Plan Update – VTA Staff
- Environmental process: How to Comment – VTA Staff
- VTA Business Diversity Program – VTA Staff
- Technology Integration in BART Phase I Design – VTA Staff
- Next Steps – Facilitator
- Review Action Items
- Next Meeting Dates:
 - Regular CWG Meeting February 9, 2017 4 p.m.-6 p.m. – Location: Santa Clara Senior Center, 1303 Fremont Street in Santa Clara – Facilitator

- Special Meeting for CWG members only prior to SEIR Public Hearing January 26, 2017 5 p.m-6 p.m. at Santa Clara Senior Center, 1303 Fremont Street, Santa Clara

Key Issues/Comments/Questions:

Comment/Question	Response
Follow Up Items/Work Plan	
No questions or comments noted.	
Schedule Update	
What time will EIR meeting be held?	5-6 p.m. for CWG members only, 6-8 p.m. for the public hearing
Is Santa Clara Station included in Phase II BART?	Yes, there will be four stations, including Santa Clara.
Measure B Update	
Is the federal matching money locked in?	No, we need to finish some steps first. The FTA won't fund us until we have a Full Funding Grant Agreement. That will not be in place until 2019.
Diridon Transportation Facilities Master Plan Update	
Denver was a big success glad we are using those consultants. Will a similar planning effort be done for the Santa Clara Station at some point?	Yes, same type of study at a different scale.
How can any planning be done prior to the High Speed Rail decision?	We included in the scope the ability to do various alternatives so we can make plans regarding how things work under various scenarios that address High Speed Rail's various alignments.
Does that include High Speed Rail underground?	It could.
Is the JPA you refer to a "real joint powers authority?"	Not at this time, it's a joint powers advisory at this time.
What is the vision you have come up with for the Diridon Station?	It is consistent with the Specific Plan the City adopted (http://www.sanjoseca.gov/index.aspx?nid=1743) and a shorter vision document that the working group staff have developed (www.vta.org/bart/PhaseIICWGs and click on "Diridon Transportation Facilities Master Plan Vision Statement" under Phase II CWG Links on the right side)
Is VTA moving its offices to Diridon if not why not?	That would be a question best asked of the General Manager. There is nothing in the works at the moment that we are

	aware of to move the VTA offices.
Environmental Process	
Will the CWG members be notified when these public meeting dates are confirmed so we can get the word out?	Yes. You will also be given a link to the document once it is available.
A lot of cities keep mailing lists of people interested in any environmental document you should utilize those to help get the word out.	Thank you. We will do that.
VTA Business Diversity Program	
Do DBE firms pay prevailing wage?	Yes, any project with federal funding in it is required to pay prevailing wage.
Technology	
Parking	
Will there be congestion pricing or a flat rate? Will there be half day or hourly pricing?	The pricing has not been set. BART lots cost \$3 a day typically so VTA is likely to have similar pricing for its BART parking.
Can someone park for multiple days?	The technology could accommodate that. The policy has not be set. The lots are not likely to be closed at night. The VTA will need to look at parking demand before some of these policies are finalized.
VTA should be planning for demand based pricing in the future. This second phase won't be open for nine more years and a lot of growth is planned.	Agree.
Has VTA thought about coordinating with Santa Clara's Smart City effort? For example, if lots are full you could alert people through an app.	That is very interesting we can look into that.
Solar	
Is this a battery system?	No, VTA is putting the power generated back into the grid.
Will solar charge the electric cars?	Not at this time.
Electric Vehicle Charging	
Is there a policy for icing where a charged car is sitting in a charging space? There should be a cost differential for when someone is charging versus already charged and occupying the space.	We can look into that. Similar to parking pricing these things have yet to be fleshed out.
Maybe there should be preferential parking for EVs without charging stations as well, such as first floor parking.	We can look into that.
The strategy of starting with 2% or the spots and moving to 8% of the spots	Comment noted.

seems too low. There are a lot of EVs and the market is growing.	
The University thinks of charging station as a “fueling space” not a “parking space.”	Interesting.
EV parking spaces will need enforcement. These preferential spots are not well enforced elsewhere so people just take them.	We will have other enforcement needs so this could be added to the list for the patrol.
What about the socio-demographics of giving the EV drivers all of this preference? Is this a social justice issue? Has anyone look into that?	No one has studied that yet. We might look into the implications as we expand this effort.
Escalators	
No comments or questions noted.	
BikeLink Bike Parking	
Why do they charge at all? It should be free. Bike riders will be making the most difference in our GHG emissions and we should be encouraging them. Taxes should be paying for this not individuals.	There are expenses for the operator of the software. Your comments are noted.
If it is free there is no incentive to move your bike out and it might work like bike storage and use capacity.	Comment noted.

Follow-Up Items:

- New Binders for CWG members for 2017 meetings.
- Distribute meeting dates and locations for 2017 CWG meetings.
 - February 9, 2017 from 4 p.m - 6 p.m.
 - April 6, 2017 from 4 p.m - 6 p.m.
 - June 15, 2017 from 4 p.m - 6 p.m.
 - September 14, 2017 from 4 p.m - 6 p.m.
 - November 16, 2017 from 4 p.m - 6 p.m.
- Add link to Diridon Specific Plan and Working Group Vision document – included in summary above

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

CWG
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