



Santa Clara Community Working Group Meeting

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

Attendees:

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

Members not in Attendance: Jack Morash (attended CWG 4/4 instead due to travel), Ron Miller, Richard Fedesco, Steve Bures, Rahul Chandhok, and Chris Lepe

Other Speaker Attendees: Mike Smith (VTA), Jill Gibson (VTA), Krishna Davey (VTA), Samantha Swan (VTA) and Brandi Childress (VTA)

Project Team in Attendance: Leyla Hedayat (VTA), Alex Shoor (VTA), Erica Roecks (VTA), Eileen Goodwin (Apex Strategies)

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

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

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow up items – Facilitator
- June Phase I Tour Details – VTA Staff
- Federal Involvement and Financial Update – VTA Staff
- Draft SEIS/SEIR Public Circulation Update – VTA Staff
- Single-Bore Technical Study Summary- VTA Staff
- Single-Bore and Twin-Bore Comparative Analysis Update – VTA Staff
- Diridon Transportation Facilities Master Plan Update – VTA Staff
- Next Steps – Facilitator
- Review Action Items and Next Meeting Dates:

NEXT CWG Meeting Site Tour June 13, 2017 12:30 p.m.-3:30 p.m. – Location: VTA Block parking lot—also called Jurors Parking, 64 North Market Street in San Jose.

Key Issues/Comments/Questions:

Comment/Question	Response
Follow Up Items	
No comments or questions	
June Phase I Tour Details	
Can members have an agency "Plus 1?"	Yes, we can accommodate that.
Can we see if we have enough interest to have a tour of the Concord Maintenance Facility?	Yes, BART has graciously offered to coordinate something if there is interest. Since there is, we will take that as an action item.
It would be good if we had City staff on the Concord tour as well.	Comment noted.
Federal Involvement and Financial Update	
Are there any programs that have been funded with Cap and Trade dollars yet?	Yes. There have been housing, energy and transportation projects that have seen revenues from this funding stream.
Does what is going on with the Caltrain funding translate automatically to BART funding?	We do not believe so since the connection to High Speed Rail is not as close.
How real is RM3?	We think it is very likely to be a funding source and VTA will be developing a list of eligible projects for it.
Draft SEIS/SEIR Public Circulation Update	
Will the EIR cover the traffic for the development around the station?	Yes, for the proposed TOD that VTA would develop jointly. No it would not cover another developers project.
Will the noise in the neighborhood across from the Newhall Yard be addressed?	Yes.
Single-Bore Technical Study Summary	
Why is single bore deeper than twin?	Because for a tunnel to be structurally sound it needs at least its diameter between it and the ground. Since the single bore tunnel is bigger it needs to have more dirt above it so it will be deeper.
Does the single bore design effect throughput in the station?	There will be a lot of room per person in our station designs. We are providing much more square footage per person that the BART minimum standards.
This station depth seems to complicate things. Going from 90' in the ground at Diridon to 60' in the air to connect with High Speed Rail seems like a long way to	You are correct passenger experience is key to all the planning, which we are doing for all the modes at Diridon. We have an update on that later in the agenda.

drag luggage how will that work?	
Is it true that escalators break down more when people pass on the left?	Escalators are balanced so they breakdown more when they get out of balance.
Single-Bore and Twin-Bore Comparative Analysis Update	
Is the upfront cost versus O and M costs being brought out in this study?	Yes.
VTA owns the system and BART operates it correct? Who will pay for maintenance?	Yes, you are correct and VTA will pay for maintenance of the system it owns.
Diridon Transportation Facilities Master Plan Update	
Does the square footage include the joint development?	Yes, for the VTA portion.
Will the City of San Jose start paying attention to the Santa Clara station once we start doing the next phase of planning?	So far, San Jose staff has not shown an interest in the planning for the Santa Clara Station. The City of San Jose has been interested in the transit oriented development opportunities near the Santa Clara Station.
How can you really model the transfers? How do you know this will be what happens?	This is a tool that all projects use to model transfers and ridership. It does get calibrated to jobs and housing projections. VTA's model is very well thought of among other transit agencies. We have provide an updated "Future 2040 Transit Transfer Flows" slide at the end of the meeting notes as we received more refined data since the CWG meeting.

Follow-Up Items:

- Schedule Concord Maintenance Facility tour

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

CWG
Project Team
City Staff
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Future 2040 Transit Transfer Flows

