



28th Street/Little Portugal Community Working Group Meeting

Date of Meeting: February 12, 2025 (4:00 p.m. to 5:30 p.m.)

Location: Mexican Heritage Plaza, Zoom

Attendees:

Members in Attendance: Terry Christensen, Davide Vieira, Helen Masamori, Danny Garza, Bill Rankin, Jesus Flores, Melissa Canela

Members not in Attendance: Chris Patterson-Simmons, Connie Alvarez, Dee Barragan, Elma Arredondo, Elsa Oliveira, Ed Berger, Justin Triano, Damone Jordan

Speaker Attendees: Ngan Nguyen (VTA), Brent Pearse (VTA), Greg Thiebaut (VTA), Aiko Cuenco (VTA), Eric Eidlin (CSJ)

Other Project Team in Attendance: Matt Derby (VTA), Angela Chan (VTA), Tiffany Nguyen (VTA), Brandi Childress (VTA), Monica Tanner (VTA)

Meeting Agenda:

- Introductions & Announcements
- VTA's Transit-Oriented Development Access Studies
- Reimagining Santa Clara Street
- Phase II Update
- Aligning the Project with Available Funding
- Construction Update
- Thriving Business Program (TBP) Update
- 2025 CWG Workplan

Follow-Up Items:

- CWG members to review the following Thriving Business Program (TBP) items and send feedback to BSV EAT by 3/3/25:
 - CBO Survey
 - Small Business Survey
 - TBP Guide
 - Construction Readiness Guide

Comments, Issues, and Questions	Response
Introduction & Announcements	
Will this slide deck be available or sent out?	We send to CWG members before the meeting and will post online after the meeting.
CWG Member Report Out	
Tomorrow night is our neighborhood meeting. If there is anything you want me to hand out, I could bring about 30 copies of anything. Just let me know and I can pick them up.	Thank you. We will coordinate with you separately.
If your team would like to join our board meeting (Alum Rock Business Association) on 2/26, please let us know. There are a lot of questions about funding, timeline, etc. This is a good opportunity to get engaged with our community and answer some questions we frequently receive.	Thank you. We will coordinate with you separately.
I provided some feedback on how to make the stakeholder toolkits more effective and easier to share and distribute with our communities. As a PDF, it presents some challenges related to pulling text from it and pasting it into whatever social media distribution platform we are using.	Thank you for your feedback. We have also received feedback from other CWG members to make the stakeholder toolkits more mobile-friendly.
I sent out the notice of this meeting to the group of people on BART Transit Advocate (BTA) list. The big question that I keep hearing from the group is: How does the new administration impact the federal funding on this project?	We will provide updates on federal funding in our presentation tonight.
My feedback [on the Cristo Rey tour] is best left unsaid, but it has nothing to do with VTA. This morning, I got an unpleasant response from one of the CSJ DOT silos and it is an unacceptable response as it relates to the encampments and the use of the public right of way. Fortunately, the school safety people at DOT are supposed to be helping us with this and I'm hoping to get a better result from them.	Comment noted.
VTA's Transit-Oriented Development Access Study	No comments.
City of San Jose's Reimagining Santa Clara Street Vision Study	

Comments, Issues, and Questions	Response
En Movimiento (<i>a Transportation Plan for East San José formerly East San José Multimodal Transportation Improvement Plan</i>) plans to take away one lane in each direction from Coyote Creek eastward. Is that still the plan to dedicate two buses only (no private vehicle use), one eastbound and one westbound lane from Santa Clara?	I believe that is still the plan. However, we are not starting this project with that assumption. We want to balance all these considerations the best we can.
Hopefully you're in contact with City of San Jose staff member Peter Rice. He currently holds the plan for two lanes being taken off.	Yes, Peter Rice is involved in this project too.
This is the first time we're hearing of this. Peter Rice has hidden from us before and he's hiding again now because he knows we won't support this. Traffic here is bad enough. When the Orchard Supply property is built, there's no way that one lane is going to be sufficient. Traffic is backed up enough from 680 to the foothills during commute hours. With no controlled left hand turns, it will be even worse. I'm directing this message to the City of San Jose's Department of Transportation.	Comment noted.
You can't put trash receptacles next to VTA bus shelters like on 7 th Street across from Horseman. It creates blight and filth. That affects our children and parents who ride the bus or walk through that area.	Comment noted.
Considering your goal of alleviating traffic, what's the plan for the 17 Street bridge?	San Jose DOT did a design for the bridge replacement at a 65% level. We are now working with VTA to understand the tunnel diameter under the bridge. We need to know the diameter to progress design.
I remember the water district wouldn't let the 17 th Street bridge be demolished because of the creosote in the piles underground, and when you move those piles, you would kill everything downstream.	Comment noted.
VTA removed all the trees on Alum Rock Avenue when light rail was coming years ago, and they never replaced them. That can't happen again.	Comment noted.
There's no room on side streets for parking when you remove parking on Santa Clara Street. We found that out with BRT.	Thank you for your comments. We are recording them all and they will be taken into consideration.

Comments, Issues, and Questions	Response
Phase II Update	No comments.
Aligning the Project with Available Funding	
To confirm, is it going to be a single bore coming from the West and a double bore coming from the East?	It's a smaller single bore coming from the East. We have looked at a double bore coming from the East, but it does not seem to have significant savings – for both cost and schedule.
Does a cut and cover open mean a 900-ft? Or a 1,700-ft hole? What is the approximate depth?	It's about 900-1,000 ft. The platform itself is 700 ft, and we don't want to go much deeper for the tunnel.
With the cut and cover, is there any way to move anything in the infrastructure building underground?	Yes, things can be placed underground in this cut and cover facility. There might be a small building for bike storage, smaller facilities, etc. above ground but most would go underground.
If the transition or connection between boring machines happened at 13 th Street, would that mean cut and cover in the middle of Santa Clara Street?	Yes, there would be some traffic impacts to Santa Clara Street. We would do the ground improvement, plate it so that traffic can drive over it, come from the side and excavate it, build a whole structural configuration where the two tunnels could meet, and then we start pulling the machines out when we get there.
I just want to remind you that diesel trucks will not be west of 28 th Street when we start moving dirt.	The truck hauling routes are pre-defined and currently do not go west down Julian.
If you're going to have dirt piles on the property, they have to be covered in 14 days.	The commitments will all be followed. We have very tight environmental constraints on covering dirt piles and we will absolutely adhere to those commitments.
Is there a spur to Cupertino?	There is a spur that exists that used to bring cement and aggregated out of that quarry by rail. It's functional, it might need a few upgrades. But that line has been in existence for a long time.

Comments, Issues, and Questions	Response
We're also looking for that rail line to become a trail.	VTA owns certain portions of that rail line currently up to Highway 85. Union Pacific has the operating rights, but we own properties along the Vasona Corridor.
The member sitting next to me just brought something up about potentially using the fill to elevate the Five Wounds Trail. And for another member in the room, we could even think about elevating the Three Creeks Trail.	An important part of the dirt hauling program is the fact that there is so much material. The salt ponds are a real large-scale facility that needs a lot of fill, in addition to the quarry.
Construction Update	
What's the status of the RV blocking the site?	There was an RV that had been blocking our property for quite some time, and it has been moved.
Thriving Business Program (TBP) Update	
When was the TBP survey sent out because I don't remember seeing it?	It was sent out in an email last Friday. Ngan Nguyen will send again.
Will this material be available in Spanish as well?	Yes, once we get your feedback, we will provide translations of the final copies to distribute to your communities. These materials will be available in Spanish, Chinese, Portuguese, Tagalog and Vietnamese.
I did not receive this in an email, another member forwarded it to me.	Ngan Nguyen will coordinate with you separately.
As part of construction, VTA is putting out noise/dust/vibration gathering machinery. Can VTA also take a baseline of vehicular traffic over a period of time both on East Santa Clara and East Julian Street. I would also say McKee and Alum Rock at key points like 33 rd and Alum Rock, 24 th to 26 th and East Santa Clara, and likewise at McKee and East Julian. That's one way to assess the before and aftereffects of construction and its impact on the businesses along East Santa Clara and Alum Rock in the vicinity of the 28th Street/Little Portugal Station. I would take this as an action item if you can to see if VTA can do some baseline studies at some point before construction starts. VTA could consider these numbers as part of the compensation/distribution of TBP funds.	This year, we'll be having more engagement in our traffic management plans. We'll go into detail about those baseline traffic requirements with the community that you're asking about. We're going to be better this time around at working with our cities at assessing the businesses – how many businesses have active licenses before construction, how businesses fluctuate over time throughout the project, etc.

Comments, Issues, and Questions	Response
Does the \$10,000 per year have a contingency on whether or not recipients have to sign away their rights to sue?	The \$10,000 is meant to have a much lower barrier than it did for BRT, so we are not going to be asking people to open their books or provide receipts. That being said, there does have to be a change to your status quo as a business, and we'll have a tracking process for that.
To quantify the "status quo" of a business, I would strongly recommend taking baseline measurements to see how many people are diverting away from businesses.	We have noted your comment and will follow up with you on what our team's preliminary ideas are for tracking these changes.
Along with the sophisticated measurements that have been outlined, will you be putting air monitors at the different construction locations?	Yes, we will have air, noise and vibration monitors at all major locations. We get active reports on all three of those right now.
2025 CWG Workplan	No comments.

Next CWG Meeting: May 14, 2025, 4:00 PM, Zoom & In-Person

Prepared by: Angela Chan (VTA)
Concurred by: Ngan Nguyen (VTA), Matt Derby (VTA), Brandi Childress (VTA)
Distribution: CWG Members
 Project Team
 City & Public Agency Staff
 Distribution List