



28th Street/Little Portugal Community Working Group Meeting

Date of Meeting: October 8, 2025 (4:00 p.m. to 5:30 p.m.)

Location: Friendship Banquet Hall, Zoom

Attendees:

Members in Attendance: Bill Rankin, Davide Vieira, Damone Jordan, & Helen Masamori

Members not in Attendance: Terry Christensen, Danny Garza, Jesus Flores, Melissa Canela, Martina Davis, Stephanie Flores Aguilar, Chris Patterson-Simmons, Connie Alvarez, Dee Barragan, Elma Arredondo, Elsa Oliveira, Ed Berger, Justin Triano

Speaker Attendees: Ngan Nguyen (VTA), Erica Roecks (VTA), Greg Thiebaut (VTA), Christina Gotuaco Philip (VTA)

Other Attendees: Susan Poliwka (BART), Alisar Aoun (CSJ), David Mineta, Daniella Velazquez (Office of District 3 Anthony Tordillos)

Meeting Agenda:

- Welcome and Introductions
- 28th Street/Little Portugal Design Development Framework (DDF)
- Peer Review Report Out
- Cost Savings Status
- Construction Updates
- Path Forward & Next Steps

Follow-Up Items:

- Continue coordinating with Cristo Rey San Jose Jesuit High School to discuss what dust, noise, vibration mitigation is planned

Comments, Issues, and Questions	Response
Welcome and Introduction	No comments.
CWG Member Report Out	No comments.
28th Street/Little Portugal Design Development Framework (DDF)	
Looking at the Design Development Framework (DDF), the current plan of record and the draft, the DDF stipulates 845 and 812 units. VTA will probably have more units, and the commercial units in the DDF have gone down. Neither VTA nor CSJ needs 300 ft tall buildings at the station. The 120 ft buildings will more than suffice to satisfy the DDF.	We can look into having the City of San Jose (planning team) come to a future meeting to talk about the urban village plan.
Peer Review Report Out	No comments.
Cost Savings Status	
What is going to happen with the old railroad area?	That area was environmentally cleared. We currently don't know if we will use that space.
I think there is potential for a pedestrian bicycle overpass.	Comment noted.
Is the timing the same for Scenario 1 vs 1A?	Scenario 1 would take 36-40 months with no additional upfront costs. The recommendation would take longer than Scenario 1a.
Your recommendation would take a year longer, but would it be a less expensive option?	Yes, that is correct.
Any decision on where the dirt is going to go?	We are still evaluating where the excavated materials will go. They will potentially be taken to the salt ponds or elsewhere via truck or train.
Is the Permanente Quarry being considered?	Yes, that is one of the options we are looking into.
Construction Updates	No comments.
Path Forward & Next Steps	
For Scenario 1 and Scenario 1a, will there be different impacts on the 28th street area?	With the large bore tunnel, the station will fit within the tunnel, so the only thing we'd have to construct is the circular shaft to connect to the tunnel. With the cut and cover, everything in teal would have to be built and requires more excavated material

Comments, Issues, and Questions	Response
So, is there no impact on the design above ground?	Correct.
Will you be having meetings with Cristo Rey?	Yes, we have met with Cristo Rey a number of times and continue to stay engaged. We will continue working with them. Our truck haul routes will stay on the north end of 28 th Street and not go near the school. We also have dust mitigation requirements including water trucks and screens.
You'll have meters for dust and noise?	Yes.
When will vibration meters come into the picture for the church?	All the historic buildings in our Historic Building Investigation & Monitoring Program have a plan specific to each building. Once we have a better sense of the timing, we will circle back and provide an update.
Regarding the DDF, I didn't see a section in there about vibration meters for the church when developers are on the site. We want owners on the developers to safeguard the church's structure. I would like to see this in the DDF if it does not exist.	The DDF isn't a construction management plan. At the time of Transit-oriented Development (TOD) site activation, we would have requirements for developers. There are other avenues where it would be considered.
We just don't want it to fall through the cracks during the development process. I would hope that developers are held to a certain standard.	We (VTA TOD Team) will follow up on this.
I'm curious about the construction plan to do boring next to Santa Clara Street and what the timeline and impact will be. It seems likely that there will be disruptions.	The dark blue section [Station head house and Station infrastructure facility] is at ground level. The tunnel's boring areas will not have surface disruptions, as they are underground. The 28th Street area that would see construction is only going to be within the station area block.
Any construction impacts coming from the tunnel boring machine?	No, the tunnel will be roughly 70-80 ft below ground, so there is no surface disruption from the tunnel.

Next CWG Meeting: November/December 2025, 4:00 PM, Zoom & In-Person

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