



28th Street/Little Portugal Community Working Group (CWG) Meeting Summary

Date of Meeting: March 11, 2026 (4:00 p.m. - 6:00 p.m.)

Location: East San José Carnegie Library, Zoom

Attendees:

Members in Attendance: Bill Rankin, Danny Garza, Davide Vieira, Helen Masamori, Terry Christensen

Members not in Attendance: Chris Patterson-Simmons, Dee Barragan, Elma Arrendondo, Elsa Oliveira, Ed Berger, Damone Jordan, Jesus Flores, Justin Triano, Melissa Canela, Tala Fatolahzadeh, Eric Eidlin, Chris Burton, Scott Smith

Speaker Attendees: Frank Ponciano (VTA Facilitator), Sarah Hersom (VTA), Greg Thiebaut (VTA), Brent Pearse (VTA)

Meeting Agenda:

- Roll Call & Introductions
- CWG Strategic Direction & Update
- Phase II Program Update
- Station Design Update
- Construction Update
 - Maintenance Services Update
 - Demolition Plan Update
- Next Steps
- Discussion & Feedback

Follow-Up Items:

- VTA will follow-up on construction safety measures and vibration monitoring plans

Comments, Issues, and Questions	Response
Welcome and Introductions	
We want to see the Five Wounds Trail built.	Comment noted.
We want to know the definitive numbers that could justify 300-foot-tall buildings above the subway station.	Comment noted. The future development heights on the block of the 28th Street/Little Portugal BART Station are being discussed and addressed through the City of San José’s Five Wounds Urban Village Plan update and VTA Transit-Oriented Development (TOD) Team’s Design Development Framework for the 28th Street/Little Portugal station area as the future TOD is not part of VTA’s BART Phase II Project.
My goal is to make sure that small businesses will get less impact from previous VTA project constructions in our corridor.	Comment noted. VTA has learned many lessons from previous construction projects that we will be applying moving forward.
What I’m looking for here in 2026 is further clarification on where the project is at, the finances, and on a lighter note, we want to make sure that we know what’s going on with San José Steel and its historical component in the community, saving that.	Comment noted.
Communiversality provided staffing to the community to develop its plan for the station area. Part of what I’m here for is to see that as much as possible that plan—the community’s plan—is adhered to as we move forward, and that may not include 300-foot office towers. I also want to see the trail happen sooner rather than later.	Comment noted. The future development heights on the block of the 28th Street/Little Portugal BART Station are being discussed and addressed through the City of San José’s Five Wounds Urban Village Plan update and VTA Transit-Oriented Development (TOD) Team’s Design Development Framework for the 28th Street/Little Portugal station area as the future TOD is not part of VTA’s BART Phase II Project.
CWG Strategic Direction & Updates	
East San José Carnegie Library is too small and doesn't provide enough parking to accommodate these meetings.	Comment noted.
We want to vote on and decide things. We want the full experience of participation.	Comment noted.

We need trust that our voices are being heard and acted on favorably for the community.	Comment noted.
I want to help small businesses.	Comment noted.
I'd enjoy more tours of progress.	Comment noted.
What happens to our comments after these meetings?	Staff conducts internal debriefs and creates a summary report for the Oversight Committee and VTA Board to communicate CWG feedback.
We need continued feedback when we have issues.	Comment noted.
Phase II Program Update	
What are the "off-ramp" clauses in the contract referring to?	"Off-ramp" is the contractual term for a form of partial termination used with the current contractor in the progressive design build contract.
Small businesses are going under because general contractors are not paying them within 15 days of that contractor's project being completed. Can we have a 'prompt pay' clause in the contract?	The prompt pay clauses for future contracts are currently being looked at by the legal and procurement teams.
What is the Tunnel Boring Machine (TBM) going to be named?	We are very close to having a name for the TBM, with final candidate names in discussion right now. TBMs have always been named after a woman, so it will be a woman's name in honor of that tradition. We expect a name reveal and celebration in August.
Station Design Update	
Where is the Five Wounds Trail located on the slide?	The trail is between two rows of trees. You can see that centerline, so that's the actual trail that will be between the parking lot and then the street.
What's the width?	It is a Class 4 bikeway, approximately 6 feet in each direction plus a buffer.
How many elevators will there be?	There are going to be two ADA-rated elevators in the primary headhouse, plus a secondary emergency egress shaft and a staircase specifically for fire department access.
How many parking spots are there?	Approximately 1,200 parking spots.

Will the parking spaces be a tall parking structure or a surface lot?	It will be surface parking for day-one operations as a cost-savings measure. Future Transit-Oriented Development (TOD) could include integrated parking structures.
Will there be crossing guards on the construction site to make sure it is safe? We have been asking for crossing guards for years because there are children, students, elderly individuals, and parents with strollers.	There are more than 5 schools in the area, so we are committed to implementing a school safety plan for the opening day of the station. We will facilitate further conversations with the City of San José regarding school crossing guards and during the construction of our project, will ensure school zone safety.
For 20 years, we talked about East St. James not being through street to try to keep cars from racing out of the neighborhood.	The slide is showing an entrance into the parking lot; it does not necessarily mean East St. James won't be closed. This remains under discussion with the City, and the work you are referring to falls within the City of San José's jurisdiction.
Construction Update	
Who will provide station security during and after construction?	It will be a combination of VTA transit police along with local jurisdiction – the San José Police Department would patrol the station area once it opens. During construction, security will be provided by the contractor working on the site.
Are local companies being used for construction? We want the money to stay local to improve the local economy.	Most of the concrete is coming from Central, which does have local plants in San José. Some of the trucking is local small business. Staff would have to check the full list.
What is going to be done with the muck that is removed from the construction sites?	The muck will be dried out and hauled off-site. We are also exploring options to use the muck for levee restoration at the former Salt Ponds.
Is the ramp that is currently being constructed going to be used for both the train and the TBM?	Yes, the ramp used for construction will remain as permanent infrastructure for trains to reach the maintenance and storage facility.
Maintenance Services Update	
We got an email saying that there is an escrow account being set up for the trail real estate south of E. Santa Clara Street. If it is a no-cost transfer, why is there an escrow account being set up?	Escrow is required to transfer real property; it allows VTA and the City of San José to transfer the title and important legal documents between both agencies.

If they close Anne Darling School, the kids are going to walk to Empire Gardens. That means they're going to cross over 101 at Santa Clara and Julian.	Comment noted. We are aware of the community's concern regarding school district decisions and pedestrian safety.
Demolition Plan Update	
Will there be light standards with cameras on the site once it's fenced in, or will there be regular Sheriffs passing by? How is the monitoring going to happen?	Security currently consists of a dedicated contractor under VTA control. Staff will provide a more detailed update on the long-term monitoring and security plan once demolition is complete.
We want more details on vibration monitors for the Five Wounds Portuguese National Parish. We just had new stained-glass windows installed and want to ensure that those will be safe.	Baseline vibration monitoring will happen before demolition. We will bring back specific details on the placement of monitors on the church structure. VTA has done this recently in the downtown area near historic structures and can share those practices.
Where will the construction trucks be parked?	They will park on VTA property inside our fence within the project perimeter.
Could the marble be used for flower boxes?	Our team did a walk through to see if we could potentially reuse some of those materials in station designs or other elements of the project. We are looking at ways that we can use granite.
Would it be helpful to have a separate meeting with the Five Wounds Portuguese National Parish and the engineers specifically to look under the church and see the wood-frame construction? Engineers need to see the building to truly understand how to best preserve it.	We will double-check if a structural survey was conducted recently and coordinate a specific meeting/inspection with the church and project engineers.
Next Steps	No comments.
Discussion & Feedback	No comments.

Upcoming CWG Meetings:

- 28th Street/Little Portugal CWG – Regular Meetings:
 - Wednesday, June 10 | 4:00 – 6:00 p.m.
 - Wednesday, September 16 | 4:00 – 6:00 p.m.
 - Wednesday, November 18 | 4:00 – 6:00 p.m.

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Distribution: Website, Email