



Santa Clara Community Working Group (CWG) Meeting Summary

Date of Meeting: March 12, 2026 (4:00 p.m. - 6:00 p.m.)

Location: VTA's BSVII Project Office – Component Conference Room, Zoom

Attendees:

Members in Attendance: Ana Vargas-Smith, Jack Morash, Michael Liw, Rob Mayer, Sean Collins, Sheldon Ah Sing, Jonathon Evans, Todd Trezell

Members not in Attendance: Alden Smith, Bella Burleigh, Flavio Olivieri Villalvazo, Jeanette Coran, John Urban, Ron Miller, Ryan Morfin, Scott Smith

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

Meeting Agenda:

- Roll Call & Introductions
 - CWG Strategic Direction & Update
 - Phase II Program Update
 - Station Design Update
 - Construction Update
 - Next Steps
 - Discussion & Feedback
- VTA will follow-up and coordinate walking and accessible site tours for CWG members in the coming months

Follow-Up Items:

Comments, Issues, and Questions	Response
Welcome and Introductions	
I want to continue to support the project, help shape and influence it as appropriate, and continue to partner between VTA and Santa Clara University and the opportunities it offers to our students.	Comment noted.
I want to continue being able to support the project but also get feedback on the effects it has on our neighborhood. I want to learn more about improvements we can make to the station to increase connectivity for future commuters.	Comment noted.
I want to hear what the community has to say. From the City side, often we get some information, but we don't get a lot of it. We want to support the project in any way we can.	Comment noted.
I want to be in the loop on project updates so I can keep my community informed.	Comment noted.
I want to get the best design possible for Santa Clara station that reflects the city's past and present. This includes the city's agricultural roots and technology-oriented future. It is a great way to enhance not only the Gateway Crossings but everywhere else that touches as a gateway to the city.	Comment noted.
I want to stay as informed as possible so we can keep our stakeholders apprised of this process. I also hope to provide input and constructive criticism when warranted.	Comment noted.
I want to understand everyone's perspective as different planning projects progress near and around the station.	Comment noted.
CWG Strategic Direction & Updates	
Sometimes these meetings don't come with enough notice, which makes it difficult to attend.	Moving forward, VTA will provide meeting notices with more lead time, recognizing the importance of everyone's schedules, and valuing participation. In some instances, we will continue to have

	additional Interim CWG meetings where we may not be able to provide as much lead time but will strive to provide as much as possible.
Better consistency and advanced notice would enable us to do our job and spread the word.	Comment noted.
Regular meetings and a list of all the meetings for the next six months would be helpful.	Comment noted.
Bringing information from these meetings back to my board and community members is the main priority.	Comment noted.
The conversations have lost some steam; the last few meetings have just been about how we can get the budget down.	The next meetings will be focused on the design phase of the project -- a topic we know is of great interest to communities.
Echoing what others have set, consistency is key. Additionally, the lack of participation may come down to fatigue given how long these mega-projects take.	Comment noted.
Setting goals to work towards may help move the project along.	Comment noted.
Phase II Program Update	
How is that [contracting] change actually expected to impact the outcome? I think it says the cost was too big until you had to withdraw some things. Are you re-bidding them expecting to see lower bids, or is it just because there's less risk baked in?	Moving to a 100% design package provides more cost certainty. When released at only 30% design, contractors bake in a high "risk price." We are also looking at "early works" to save schedule time and reduce escalation costs.
You mentioned one option might be to just do the tunnel and one station. Do you have an idea what station you would focus on?	No specific station has been selected yet as we hope that it won't come to that.
How does cost-based contracting work as far as monitoring for costs?	These contracts require more labor compliance and monitoring effort from VTA, but the trade-off is that we have better risk-sharing on complex underground work.
With regards to your FTA Letter of No Prejudice... does that guarantee 100%	It is not 100%. The Federal Government (FTA) will eventually reimburse roughly

reimbursement no matter what you're putting into it, or is that still negotiable what your reimbursement looks like?	40% of the total project. The "Letter of No Prejudice" allows VTA to spend local funds now and remain eligible for future federal reimbursement once the Full Funding Grant Agreement (FFGA) is signed.
This [project] has been going on for quite some time. We would love to see ways to keep it on track or if possible, speed things up and improve the efficiency of the project.	Comment noted.
Station Design Update	
When will the station design discussions happen?	We will be talking about station design in the upcoming meetings in May and June.
Does this preserve the parking lot?	Right now, the plan is that on the first day the trains run, there will be an at-grade parking lot with 500 stalls. Future Transit-Oriented Development (TOD) buildings are concepts being coordinated by VTA's TOD Team with the City of Santa Clara's Station Area Specific Plan.
Previously, there had been parking for trains under the head station. Is that gone?	That is correct.
The headway station building looks very big. Is there a way to also incorporate office space or housing?	Building directly on top of BART facilities is extremely expensive because it must meet the highest seismic standards. While possible, the cost is often prohibitive. VTA has instead saved acreage adjacent to the structures for future build-out.
If you could find a good development partner, could you potentially offset some cost? Maybe revenue to help offset transportation or maintenance?	While the Transit-Oriented Development (TOD) is handled by a separate group within VTA and isn't part of VTA's BART Phase II construction project, it is a key part of VTA's long-term financial and planning model with the City of Santa Clara.
Now that there will no longer be a parking garage on site, will there still be the same number of parking stalls?	Yes, there will be the same number of parking stalls, but they will now be in a surface lot rather than a garage to save on costs.
Construction Update	
The tours were very impressive. If you want to drum up support from CWG members	Comment noted.

that haven't been engaged, you should get them on a tour.	
Please continue to send out notices before construction begins so we can keep our communities updated on noise and disruptions.	Comment noted.
Is the ramp permanent or is it temporary for construction?	The ramp serves a dual purpose. It currently supports construction weight, but the future track profile follows essentially the same profile, so it will remain as permanent infrastructure.
What is VTA doing with the water being found in the construction site? Have you found a lot of water?	Yes, if you dig anywhere in the Bay Area, you will find water. We are tracking and monitoring the water. Various things are being done, including pumping the water out and into the stormwater basin. For awareness, a series of cameras are being installed to keep track of the movement and settling of the ground.
The videos are great and would be an engaging tool for community outreach.	Comment noted.
Regarding the tours, will they be walking or driving tours?	The tours are generally walking tours, however, VTA has a van and accommodations can be made to organize a driving tour of the site if needed.
Can members of the public take a tour?	As of right now, we are not organizing tours for the public. But there has been a lot of interest, so we are looking into implementing public tours in the future.
Next Steps	No comments.
Discussion & Feedback	No comments.

Upcoming CWG Meetings:

- Santa Clara CWG – Interim Meeting: Wednesday, May 6 | 4:30 – 6:00 p.m.
- Santa Clara CWG – Regular Meetings:
 - Thursday, June 11 | 4:00 – 6:00 p.m.
 - Thursday, September 17 | 4:00 – 6:00 p.m.
 - Thursday, November 19 | 4:00 – 6:00 p.m.

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Distribution: Website, Email