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

Date of Meeting: September 16, 2026 (4-6 p.m.)

Location: Mexican Heritage Plaza, East Side San Jose

Attendees:

Members in Attendance: Bill Rankin, Chris Patterson Simmons, Damone Jordan, Danny Garza, David Burrowes, Davide Vieira, Helen Masamori, Kimberley Candeias (representing Elsa Oliveira), Vanessa Palafox

Members not in Attendance: Elma Arredondo, Ed Berger, Jesus Flores, Justin Triano, Terry Christensen, Michael Ogilvie, Tala Fatolahzadeh, Eric Eidlin, Chris Burton, Scott Smith

Speaker Attendees: Frank Ponciano (VTA Facilitator), Erica Roecks (VTA), Greg Thiebaut (VTA), Britt Ehrhardt (VTA), Jennifer Hernandez (VTA)

Meeting Agenda:

- Welcome & Report Outs
- Phase II Program Update
- Planning for Construction
    - Preparatory Works Update
    - Construction Transportation Management Plan (CTMP) Update
    - Instrumentation and Monitoring (I&M) Overview
    - Aesthetic Fencing Design
- Five Wounds Urban Village Plan Update
- Next Steps & Discussion

Comments, Issues, and Questions	Response
Welcome & Report Outs	
The Portuguese Organization for Social Services and Opportunities (POSSO) concerned about how parking is going to be affected around 27th Street.	Comment noted.
Grand openings are taking place; there are four new businesses opening soon in East Village.	Comment noted.
The Plata Arroyo Neighborhood Association hosted the 25th Annual San José Police Department Barbecue.	Comment noted.
In our corridor, we have 540 businesses. We give updates on VTA every time we hold our monthly meetings. We also had our huge community event, the Battle of the Bifanas, a Portuguese event, with over 6,000 people attending behind the church.	Comment noted.
We are gearing up for our Day of the Dead celebration on October 31, activating the space down the corridor to Mexico Bakery. We had 5,000+ attendees last year. We also have a film screening on Saturday for *American Pachuco: The Legend of Luis Valdez* in our theater.	Comment noted.
Cristo Rey Jesuit High School started the school year about a month ago, and we are off to a really good start.	Comment noted.
Phase II Program Update	

Where is the rail spur for the dirt going to go?	We are no longer exploring rail. We were looking at a rail spur from the yard to either the Salt Ponds or Lehigh Quarry, but rail is no longer being advanced.
Have you talked to the San Francisco Bay Authority or Alviso community members about the Salt Ponds?	Yes, they are on our list, and we will be coordinating with them.
I oppose going into the Salt Ponds. We fought hard to get rid of that element so the community can enjoy it now. The community is able to watch that natural habitat; I do not want to see dirt there. When we fought to get the Salt Ponds to be a natural trail, we did not say that we wanted dirt.	The excavated material would be used as part of the restoration project for the Salt Ponds. They would still be restored, and the community would still be able to enjoy them.
Are there specific areas for uphauling the dirt?	There are four ponds we are looking at for this project. We are going to have a task force to make it feasible to use those ponds. We would not rely on one location for disposal of material; we will be looking at other locations and various options.
The Quarry is still under consideration?	The quarry is still under consideration for trucking.
Both or one [Quarry]?	I cannot speak to Stevens Creek.
How are Saratoga, Cupertino, and Los Gatos folks feeling?	More work needs to be done to coordinate with those communities regarding material going there via trucks.
The Permanente Quarry is off the books for being used by rail, but they could still use trucks to fill?	Correct.
We are hoping that rail line can become a trail. Having BART off the books for rail is a	Comment noted.

step towards creating a trail along that corridor.	
Preparatory Works Update	
Is the pad for Della Maggiore going to stay?	Yes.
What is going to stay and what is going to get scraped to make it a greenfield?	The majority of the demolition that is required to build out the facility – parking lots and everything – will happen when we mobilize for our major construction phases. The site will essentially remain as is. That existing pad does not go anywhere until we start to mobilize for our deep soil foundation work in a couple of years, and then we will get a contractor out to do the pad demolition. Right now, it will remain in place.
When are you going to get rid of the granite?	We are looking at alternative solutions. We saved a significant number of granite pieces to reuse as part of station work across all four stations. We will need to dispose of excess material according to our agreement with the previous owner.
Do you still have security 24/7?	Right now, there is 24/7 security on site. Once the building is demolished, we will switch to roving security and a full camera system.
There is a significant amount of illegal dumping on North 30th in the public right of way, right outside VTA property. Did you train the security guards to use the San José 311 app?	Comment noted.
Dumping has also extended to Five Wounds Lane and 30th right now.	VTA will continue to coordinate closely with our maintenance team and conduct weekly site visits to identify concerns and utilize our on-call services under the new Contract Change Order executed on September 10.

When are you going to start the motion detectors/vibration monitors, so you are sure the bell towers at the church are not being affected by vibration construction?	Noise and vibration monitors are currently installed on the buildings. There have been no exceedances of any kind, and we are working with consultants to track them.
I have asked for laser monitors to be placed near the top of the bell towers because they are going to move if anything moves.	Comment noted.
The church and the diocese are not done discussing precautionary measures needed, especially before tunneling starts.	Engineers have analyzed the structures and will determine appropriate placements, including elevated positions. We must coordinate with property owners so we do not damage property. We will also develop individualized protection plans following pre-condition historic surveys. Today, we will give a high-level overview of instrumentation and monitoring. We will be protecting the church, and in the future we will discuss the details.
Construction Transportation Management Plan (CTMP) Update	
What is the time span for approval for each one of those [CTMPs]? There is only one that has been approved so far.	We need to have design and construction details advanced far enough before submitting each plan. Several will be worked on in overlap.
Instrumentation and Monitoring (I&M) Overview	
Do you know where Coyote Creek is underground? Is construction not going to require piles being driven because there is no more parking structure at 28th Street?	The program has extensive groundwater monitoring wells collecting data for many years. We do not have piles in our current design on 28th Street. We are looking at utilizing diaphragm walls or soil-mix walls rather than driven sheet piles for major structures. Soil mixing uses an auger bit to mix cement and soil, dropping in a rebar cage and pumping concrete to solidify.

Are you going to be monitoring vibrations for tractor-trailers and the weight of those trailers on 28th Street, Julian Street, and Santa Clara Street?	Yes, existing noise and vibration monitors actively monitor all equipment, including trucks and demolition gear.
Is there going to be a scale for those trucks to climb on? Some of those roads in Alviso are old and not meant for heavy loads.	Typically, scales are not placed on site, though washouts will be provided. Roadway improvements and signal modifications will be evaluated as part of the Salt Ponds restoration project scope.
Do property owners receive a cost-benefit free pre-construction survey and post-construction survey?	To date, pre-construction surveys have been conducted for protected architectural resources (historic buildings) and have been shared with the property owners. Additional pre-construction surveys will be conducted along the alignment and shared with property owners.
In the event there are problems with vibration by the church, how do you mitigate those damages, and is it a long process?	Monitoring allows us to adjust real-time tunneling operations (speed, face pressure) before damage occurs. If damage occurs, pre- and post-construction baseline surveys and crack monitors are evaluated. VTA would coordinate repairs directly with the property owner, not just the church.
Are the monitors visible to the public, and how big are they? Nobody could damage it or handle it.	Some exterior-mounted prisms/monitors are visible, but they are small (roughly 3 to 4 inches). If something does happen, we will know about it that day, because it will no longer transmit data back to our total station.
Do those beams monitor vibration only?	They monitor 3D location changes — whether the structure has shifted vertically, horizontally, or tilted.

As the tunnel boring machine goes through and then sets the precast liners behind it, is a gap created between the outside of the liner and the soil?	Yes, as the shield advances, the gap between the precast tunnel liners and surrounding soil is grouted.
Is the immediate sanitary sewer system around the VTA station site concrete or clay? I am wondering where the nearest brick sewers are, because I believe they are on South 28th Street. I'm worried about the vibration and whatnot with the truck traffic and all that.	We do have a sanitary sewer connection from our new station out to 28th Street, but we're not replacing sewer lines. VTA will continue to work with the utilities team and the City to better understand this.
Does the boring machine have the ability to change diameter of the tunnel?	No, the tunnel diameter remains fixed. The blue lines represent the "Zone of Influence" (a 45-degree projection from the tunnel to the surface), which expands or contracts depending on how deep the tunnel is below the surface.
Where are the nearest brick sewers? The brick sewers on South 28th Street drop bricks, causing street cave-ins and potholes. I'm worried about vibration and heavy truck traffic.	We have a sanitary sewer connection at 28th Street, but we are not replacing any sewer lines. We will work to evaluate surrounding utility conditions and continue to coordinate with the City on this condition you have flagged for VTA.
Aesthetic Fencing Design	
How can our prospective corridors get in on this? When are you going to start working with corridors or people interested in having their brand on the fence line?	We expect to start those design discussions with the community later next year as we approach major construction.
What does that process look like per association or corridor? Is it a group of businesses coming up with one idea, or will we all be able to have our brand somewhere along the fence?	Fencing graphics will be focused around the station sites. We hold a series of meetings to review version drafts, balance neighborhood identity/business needs, and integrate feedback.
Do you have measures in place so damaged or tagged fences get repaired quickly and do not look tattered?	Fencing materials selected will be cleanable and easy to repair promptly.

Is there a point of contact for you to reach out to if there is damage?	Jennifer Hernandez is currently the point of contact for reporting damaged property/fencing.
I would prefer open chain-link rather than solid materials or graphics that attract graffiti.	Comment noted.
Will the design for fencing or other ideas be shared with the rest of the people before implementing?	Yes, we look forward to input processes incorporating business leaders and community members.
Five Wounds Urban Village Plan Update	
Can you explain tables 1 to 6?	This was an exercise for community members to model building heights at the BART Station block using Legos. Each Lego layer equaled 40–50 feet. Taller stacks were generally placed on the northeast portion toward Hwy 101, away from the church.
The number of Legos were fixed and you had to use all of them. It was a closed-system exercise where the community did not get to exercise free will, but only stack according to City and VTA parameters.	Comment noted.
I am losing faith in Urban Village Plans. We are allowing 8-story buildings in single-family neighborhoods. Why are we not implementing Urban Village plans from 10–15 years ago?	Comment noted.
Are these draft plans online? Would they give me an idea of what parking will look like around 27th Street, specifically circling the Portuguese Band of San José (PBSJ) Hall?	Plans are available on the City of San José website (or by emailing 5w@sanjoseca.gov). The plan covers overall land use, height, and massing. Specific parking numbers occur at the individual project development level. VTA will provide 1,200 parking spaces on site when the BART station opens. During the 10-year construction phase, contractors are strictly

	prohibited from parking in the neighborhood and must park on site or shuttle in.

Upcoming CWG Meetings:

- December 2026 – Date TBA

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Distribution: Website, Email