

Draft Minutes of the Stevens Creek Corridor Steering Committee

SAN JOSE, CALIFORNIA

MONDAY, DECEMBER 13, 2021

Consistent with AB 361 and City of San Jose Resolution Nos. 79485, 80237, 80266 and 80290 the meeting was not physically open to the public. Public comments were accepted via eComment, email, by phone and webinar.

The Committee meeting was teleconferenced from remote locations.

The Stevens Creek Corridor Transit Steering Committee of the City of San José convened at 10:00 am via Zoom on Monday, December 13, 2021.

PRESENT: Vice Mayor Chappie Jones, City of San Jose
Mayor Lisa Gillmor, City of Santa Clara
Council Member Kitty Moore, City of Cupertino
Council Member Anthony Becker, City of Santa Clara

ABSENT: Supervisor Susan Ellenberg, Santa Clara County

STAFF: Ramses Madou, Agustin Cuello, Raania Mohsen

OTHERS PRESENT: Sean Daly, Vigen Davidian, Corinne Winter
Tamiko Percell, Scott Haywood, Deborah Dagang, Ellen Talbo,
Louansee Moua, Michael Liw, Jonathan Yee

1. Welcome & Introductions

Vice Mayor Chappie Jones of San José led introductions and provided overview of the history of interest in high-capacity transit along Stevens Creek Corridor and the Steering Committee.

In 2017, San Jose, Cupertino, Santa Clara, and VTA formed a multi-jurisdictional group of staff representatives. They Jointly submitted a grade separated high-capacity transit concept along Stevens Creek Boulevard to be included in the Plan Bay Area 2050 process. Participating jurisdictions passed resolutions in 2019 formalizing their interest. In July 2020, a Steering Committee of elected representatives from each participating jurisdiction was formed to provide a forum for direction. Consensus was found to proceed with a funding strategy and study providing vision with illustrative designs to support community engagement and discussion. The vision study was to be included as an amendment to VTA's High-Capacity Transit Corridors Study (HCTC).

Due to halt on work with participating jurisdictions, option to include the vision study as an amendment to VTA's HCTC Study expired; there was need for a new vehicle for vision study. The City of San José is developing a Multimodal Transportation Improvement Plan (MTIP) for West San José. The Study Area includes Stevens Creek Boulevard along the shared boundary of the participating jurisdictions and will include recommendations for transportation and streetscape Improvements. This project presents a natural opportunity to advance and streamline the Vision Study between participating jurisdictions for the Stevens Creek Corridor while maintaining its purpose and expected outcomes.

Participate in the Vision Study and supporting High-Capacity Transit along Stevens Creek Boulevard will provide fast, frequent, and reliable transit and mobility solutions that will knit our shared communities together and transform Stevens Creek Corridor into a vibrant place to live, work, shop, and play.

2. Consent Calendar

a. Approval of Draft Minutes for the Virtual Meeting of July 20, 2020

Motion to approve minutes deferred to next meeting.

3. Stevens Creek Joint Vision Study

Sean Daly, Iteris Project Manager, provided a detailed summary of Iteris and Winters' Consulting proposal for the Stevens Creek Corridor Vision Study.

a. Scope of Vision Study

This scope of work is based on the initial VTA Stevens Corridor Vision Study: Add-on task to the Strategic Plan for Advancing High-Capacity Transit Corridors. However, it was modified to broaden the scope beyond a transit corridor study to bring all types of mobility improvements to support the vision of the corridor. While transit certainly will be a large part of the discussion and analysis, the corridor has many vehicle, operational, bicycle and pedestrian, and land use issues, which when taken in consideration, can lead to a stronger corridor vision to meet overall mobility and safety goals.

OUTLINE OF PROPOSAL

1. Purpose:

a. A Planning Process to:

- i. Balance diverse mobility needs in the corridor**
- ii. Bring value to each community**
- iii. Enable transportation investment.**

b. Stevens Creek Boulevard:

- i. Major corridor of importance**
- ii. Passes through diverse and unique communities**

- iii. High-Quality Transit Service
- iv. Operates at different scales for different modes
2. Approach:
 - a. Cohesive Vision Process with Two Clear Components
 - i. Vision Statement
 - ii. Vision Strategy
 - b. Outreach-forward
 - c. Celebrates corridor communities and diversity
 - d. Outreach is about bringing values into the process to guide and interpret technical tasks
3. Engagement
 - a. Engagement Plan
 - i. Focal Areas and Partnerships
 1. Community Based Organizations
 2. Historically Marginalized Communities
 - ii. Outreach Activities
 1. Interviews, Focus Groups, Walk/Bike/Transit tours
 2. Open Houses, Pop-Up Events, Presentations
 - iii. Online Engagement
4. Process:
 - a. Outreach, project Development Team, Steering. Committee, Technical Committee
 - b. Part 1: Vision Statement
 - c. Part 2: Vision Strategy
5. Schedule:
 - a. Part 1: Vision Statement of Principles and Objectives
 - b. Part 2: Stevens Creek Corridor Vision Plan

Discussion from participating jurisdictions:

- There is a major technical component that includes existing and future conditions in terms of what's going on with mobility infrastructure and land use changes.
- There is interest in considering something more innovative than buses in this study.

Public comment was provided and included the following:

- Request for larger sidewalks to accommodate wheelchairs in the Valley Fair area.
- Member of the public pleased to see jurisdictions studying corridor and considering high-capacity transit; they want to see signal synchronization and prioritization as well.
- Transit solution should be time competitive with vehicles and buses.
- In response to members of the public asking about electric buses, VTA confirmed that the requirement is to have a plan for zero emission buses by 2040.

City of Cupertino representative noted an outreach challenge that needs to be addressed: how can we reach out to and plan for potential future potential stakeholders, such as Apple, De Anza College students, and future residents of housing developments? In addition, the city faces a design challenge regarding parking, protected bike lanes, and landscape. A one size fits all solution is not going to be a solution because the land use varies along the corridor jurisdictions.

b. Cost Share Proposal & Schedule

Approximate contribution of each jurisdiction for Vision Study estimated at \$794,400. Proposed contributions are based on jurisdictional authority of linear miles from Stevens Creek at Montgomery to Stevens Creek at SR 85. The project schedule is estimated to have a 19-month duration with two (2) months allocated to Project Initiation, eight (8) months allocated to the development of the Vision Statement, and nine (9) months allocated to the Vision Implementation development.

Jurisdiction	Cost Share Estimate in \$
VTA	275,000
City of San Jose	238,006
City of Cupertino	154,059
City of Santa Clara	100,296
County of Santa Clara	27,039
Total	\$794,400

4. San José Airport Connector (Ramses Madou, San José)

San José staff provided overview of Airport Connector Project, which was motivated by work with Stevens Creek Corridor partners, and upcoming RFP planned for early 2022; staff requested input on potential options for future expansion of the selected transit solution beyond the Airport Connector Corridor.

a. Airport Connector Project History and Request for Proposal (RFP) Process

Staff provided presentation on upcoming RFP for Airport Connector. The city is looking to address its environmental equity and safety goals, and transit growth is a requirement for success. The airport connector project fits into the City's Strategy 11: Transit Expansion.

The overarching goal of the project is to see if the City can develop a new approach to transit in the Silicon Valley that delivers projects that are safe, fast, frequent, and reliable. The City hopes to take on some new project management approaches to the project that have the potential to reduce both time and monetary cost of the project. The main interest is to develop a potential new technology that can better suit the region's needs.

The project consists of a transit connection from Diridon Station to SJC Mineta Airport that would integrate the Station and SJC as a single facility from the passenger's perspective.

1. Airport Connector – Connecting Diridon Station with SJC Terminal B.
2. Intra-Airport Connector – Optional segment connecting SJC Terminal B with other airport facilities.
3. Future Expansion – Technical solution should be scalable. Agreement could allow for future extension routes.

The project approach in general is to find the right long-term private sector partner and set up a management practice and system that is part of the City in a way that can expand and allow for other jurisdictions to take on an active role. In addition, the City is trying to be an appealing public sector partner in order to draw in hundreds of millions of dollars of private money.

b. Request for Input from Stevens Creek Corridor Partners Re: Potential Expansion

Committee Members provided the following input:

- Participating jurisdictions may help inform the City on how to structure the governance, technology, and evaluation of this project.
- Important to identify vision for corridor before technology is selected; there will be a natural point and time to pivot to consider the airport technology as a feasible solution or not.
- Jurisdictions may want something that has the flexibility of being underground in the future or having something with fewer stops. There needs to be some decisions made about the frequency of stops and the ability to integrate with a north/south connection.
- There is interest in including connection to Santa Clara and a more robust transit network throughout the valley.
- There is interest in considering expansion in the future.

Public Comment was provided and included:

- Concern about rationale of having a line from Diridon Station to the airport, and whether the city is considering the future of air travel and impact of pandemic.
- Seek subsidy from businesses along corridor.

ACTION: Upon motion by Mayor Lisa Gillmor, seconded by Vice Mayor Chappie Jones and carried unanimously, jurisdictions moved to support the Vision Study and to bring back funding proposal and consideration to participate in the study back to respective councils/board to discuss and take action. (3-0-1. Absent: Supervisor Susan Ellenberg).

Public Comment was provided:

- There is concern about using tax dollars to build an airport connector when we should be planning for the climate crisis.
- Consider another proposal: high speed rail station at the airport.

ADJOURNMENT:

Vice Mayor Chappie Jones adjourned the meeting at 12:00 p.m.

**Vice Mayor Chappie Jones, City of San José, District 1
Stevens Creek Corridor Transit Steering Committee**

DRAFT

