



*Solutions that move you*

## **Alum Rock Community Working Group Meeting**

**Date of Meeting:** September 13, 2017 (4:00 p.m. to 6:00 p.m.)

### **Attendees:**

Members in Attendance: Davide Vieira, Craig Chivatero, Geoff Hatchard, Carlos Diaz, and Bob Van Cleef

Members not in Attendance: Justin Triano, Kathy Ericksen, Kelly Daugherty, RJ Castro, Emily Cunningham, Asn Ndiaye and Terry Christensen

Other Speaking Attendees: Brandi Childress (VTA), Yves Zsutty (CSJ), Pamela Herhold (BART), Ali Hudda (VTA), Doug Moody (CSJ), Bill Ekern (CSJ), Ahmad Qayoumi (CSJ), Jim Ortbal (CSJ), Ramses Madou (CSJ), Samantha Swann (VTA)

Project Team in Attendance: Jill Gibson (VTA), Erica Roecks (VTA), Alex Shoor (VTA), Adriano Rothschild (VTA), Tyla Treasure (VTA), and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Leyla Hedayat (VTA), Michael Brilliot (CSJ) Jessica Zenk (CSJ)

**Location:** Mexican Heritage Plaza, 1700 Alum Rock Avenue, San Jose CA

### **Summary:**

#### **The Meeting Agenda included:**

- Welcome and Introductions
- Follow-up Items
- CWG Work Plan
- Discussion of Measure B Lawsuit
- Five Wounds Trail Discussion
- BART Fare Setting Process & Background
- Phase I Update
- Transit Oriented Development Planning Study Updates
- Future Intermodal Downtown San Jose Update & Study Tour Recap
- VTA's Environmental Project Description Decision Making Process
- Current Schedule
- August Board Workshop Recap
- Project Updates

- Status of Phase II Real Estate Acquisition
- Status of Federal Involvement and Related Issues
- Status of Construction Activities
- Review Action Items and Next Meeting Dates:

CWG Meeting: November 15, 2017 Mexican Heritage Plaza, 1700 Alum Rock Avenue, San Jose

**Key Issues/Comments/Questions:**

<b>Comment/Question</b>	<b>Response</b>
<b>Discussion of Measure B Lawsuit</b>	
What is the impact on FTA grants?	So far there is no impact. VTA is confident we will prevail and the tax will be able to be spent.
<b>Five Wounds Trail Discussion</b>	
The funding issue from the federal government for the McKinley Gap is a thorn in the side. We need to get it done.	Agreed.
Is the track area north of Julian needed for staging as well?	Yes.
Is Wooster Avenue an alternative for the trail?	In San Jose, the trails are always separate and off-street, so no, Wooster Avenue is not under consideration.
Is VTA aware of the proximity of Rocketship School to the CSA?	The community engagement team will be meeting with all adjacent property owners to learn about their needs and considerations as the project moves forward. These property owner meetings are part of the construction outreach effort.
What is the timing for the use of the staging area?	It will be used for eight years until open for service in 2026.
Is VTA committed to the trail?	It is hard to make commitments so early in the process. VTA is aware of the City's desires and plans. The goal under negotiation is to give the City the right of first refusal on the property.
I recall something about a 23-year timeframe related to VTA's purchase of the Union Pacific right-of-way can you research this?	Yes.
When will the trail segment between Watson Park and Maybury Road to connect to Coyote Creek trail be complete?	The goal is finish by the end of 2019.

<b>BART Fare Setting Process &amp; Background</b>	
Explain the VTA surcharge again please.	VTA has the ability to add a surcharge to fares related to Santa Clara County. It is not anticipated that the surcharge will be utilized for Phase I fares. Once Phase II is closer to revenue service the VTA will do an assessment. Right now VTA expects the fares and the 2008 1/8 cent sales tax to cover the operations and maintenance (O and M) needs of the Santa Clara County system.
Could the surcharge be used for more than O and M?	It would have to be spent on BART projects but construction costs could be covered as well although, again, we do not anticipate any surcharge in the near future.
When fares go up does BART lose riders?	When BART has raised their fares by less than inflation, BART has seen no corresponding drop in ridership.
How long would the ride be from the Berryessa Station to Embarcadero?	About an hour.
<b>Phase I Update</b>	
Can CWG members be the first revenue riders?	VTA is thinking about ways to celebrate the openings including doing something special for all of our key stakeholders including the CWGs. So yes, we can look into that.
<b>Transit Oriented Development Planning Study Updates</b>	
VTA was thinking about a giant parking lot. How far we've come. What does the 28 <sup>th</sup> Street Plan being a PDA buy us?	Grant eligibility and priority.
Please add 28 <sup>th</sup> Street Priority Development Area(PDA) to Planning Areas Along BART Phase II Alignment map.	Will do.
Will flooding be taken into account with the plans that are being done?	Yes.
How far along will the planning get as part of these studies?	VTA's study will take things through the conceptual level of planning, not final design.
The area between Berryessa/North San Jose Station and Alum Rock/28 <sup>th</sup> Street	Comment noted.

Station should be planned to develop synergies and that should be considered. We want to avoid disasters between the two.	
The VTA's BRT project has made traffic on McKee Road more of a nightmare. Also, there is more traffic on San Antonio Street.	Comment noted.
<b>Future Intermodal Downtown San Jose Update &amp; Study Tour Recap</b>	
Will there be a report on the Study Tour? This is great that this type of research is being done and to this level of going to see similar stations. I am glad we are doing that.	We will research whether there will be a formal report and make it available.
What were the economic situations around the stations you visited? Were any of the areas depressed?	Yes, Lille France was in an economic downturn before the station came in to re-energize that area.
Will the City Council report make recommendations?	Yes. All CWG members were sent the link to the report. The City staff have made their recommendations and the Council will consider those on September 19 <sup>th</sup> . On October 5 <sup>th</sup> , the VTA Board will consider VTA's staff's recommendations and select the options to be included in the final SEIS/SEIR.
Will these recommendations narrow things down?	Yes and no, something like the station entrances will still be very flexible and fluid after the big decisions are made.
<b>VTA's Environmental Project Description Decision Making Process</b>	
What is the width of the twin-bore station box under Santa Clara Street?	The station box is 65 feet wide, which is the curb to curb width of Santa Clara Street.
Can you clarify why twin-bore cannot go deeper beneath Coyote Creek?	As currently planned and shown in the SEIS/ SEIR, the tunnels in the twin-bore option will divert slightly away from Santa Clara Street, north of the Coyote Creek Bridge to avoid the structural foundations/footings of the bridge. For the single-bore option, the tunnel will go directly below the Coyote Creek Bridge, along Santa Clara Street as it is deeper than the twin- bore option. During the engineering/ final design phase, if the

	twin- bore option is selected, the alignment may be further optimized to realign under the Coyote Creek Bridge, based on any new information made available through additional engineering work.
Is there any way the tunnel for the twin-bore go deeper than 30-40'?	During the engineering/ final design phase, if the twin- bore option is selected, the alignment may be further optimized to realign under the Coyote Creek Bridge, based on any new information made available through additional engineering work.

**Follow-Up Items:**

- Research real estate process for right-of-way that VTA has purchased and associated timelines
- Add 28<sup>th</sup> Street Project Development Area (PDA) to planning areas along BART Phase II Alignment map
- Determine whether there will be a written report on the Study Trip and distribute

**Prepared by:** Eileen Goodwin, Apex Strategies  
**Distribution:**

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