



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

**Date of Meeting:** October 14, 2015 (4:00 p.m. to 6:00 p.m.)

### **Attendees:**

Members in Attendance: Terry Christensen, Bob Van Cleef, Davide Vieira, David Dickey, Craig Chivatero, Justin Triano, Geoff Hatchard, Kelly Daugherty, RJ Castro, Charisse Lebron

Members not in Attendance: Kathy Ericksen, Matt Bell

Other Speaking Attendees: John Ristow (VTA), Carolyn Gonot (VTA), Tom Fitzwater (VTA), Brent Pearce (VTA), Krishna Davey (VTA), Mike Smith (VTA), George Naylor (VTA), Jennifer Rossi (VTA), Jen Mayer (Ernst & Young), Paul Smith (CSJ), Thomas Tomula (BART)

Project Team in Attendance: Michael Brilliot (CSJ), Ray Salvano (CSJ), Leyla Hedayat (VTA), Angela Sipp (VTA), Erica Roecks (VTA), Eileen Goodwin (Apex)

Project Team not in Attendance: Rosalynn Hughey (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 – (Presentations on Ridership Demographics, Alum Rock Alternative Concept qualitative evaluation, Work Plan Shifts and Schedule Update) – Facilitator and VTA Staff
- BART System Operation and Maintenance – BART Staff
- Project Status – Introduction to Phase II Alum Rock station campus, features and process – VTA Staff
- Financial Update BART Phase II – VTA Staff and Ernst & Young
- Chairperson Items (Tail Track, BRT, Construction Impact Mitigation, Station Name)
- Review Action Items and Next Meeting Date (December 2, 2015 4 p.m.-6 p.m.) – Facilitator

### **Key Issues/Comments/Questions:**

Comment/Question	Response
<b>Follow up items – Ridership Demographics</b>	
The ¼ mile numbers seem low. Have the developments at Empire Lumber and contemplated in the Village Plan been incorporated? Is the City giving the numbers to ABAG?	ABAG is using data form 2011-2012. There is quite possibly a disconnect. The update is in process—The city numbers are pretty close to ABAG’s for housing but the City is traditionally much more aggressive on job growth than ABAG/MTC staffs are.
There is an error on the Population by Distance slide	That is correct. George Naylor will correct the slide and post the corrected PowerPoint on the CWG website.
Less concern about accuracy of the slides more interested in making sure that the numbers ABAG and the Project team are using are correct. We want to make sure the decisions such as parking levels and other decisions that will impact the community are using the correct base assumptions. This could have a big impact on decisions that get made.	Agree. Comment noted. We want to plan as accurately as possible.
Do you use HUD figures?	No ABAG uses the census data.
There is a demographic trend in Santa Clara County that will lead to one in four being seniors by 2030. Are you considering that?	Yes, seniors are a fast growing demographic.
How do we get more information about the Plan Bay Area?	There are websites for One Bay Area Plan ( <a href="http://planbayarea.org/plan-bay-area.html">http://planbayarea.org/plan-bay-area.html</a> ), MTC ( <a href="http://www.mtc.ca.gov/">http://www.mtc.ca.gov/</a> ) and ABAG ( <a href="http://www.abag.ca.gov/">http://www.abag.ca.gov/</a> )
Who at the City is in charge of getting the information to ABAG?	The Planning Department. Rosalynn Hughey is a good contact for this topic.
MTC and ABAG are both doing planning? Is there a way to approach MTC to get ABAG on board?	Not about the jobs numbers City has tried and there is a philosophical difference. The City is always more aggressive. It is not VTA making the decision about what jobs or housing numbers are in which areas but the cities.
There are service issues. The data at VTA is out of whack.	Comment noted. The land use allocation is accurate and reflects the adopted and approved land use plans. Cities are responsible for the data that goes into ABAG’s Projections. Work with the City planning department.

<b>Work Plan Shifts and Schedule Update</b>	
Is FTA submittal moved out as well?	No, not necessarily. The current plan is to hold to original submittal schedule.
<b>BART System Operation and Maintenance</b>	
You said BART is a different train culture. What do you mean?	Other railroads usually have more tracks, more stations and more space in between. We are more like a New York City subway system than Caltrain.
Why doesn't BART want to use the Berryessa area for a yard? There is a seven acre site there.	BART prefers the end of line location for efficiency and storage. The typical yard is more than 10 acres. Small yards are not efficient especially ones with access only from one direction in the middle of a line. There would be 10-15 min dead head (empty car) runs to get cars going in the morning from there and that is not efficient use of operations money either as there would be costs associated with that.
There is a lot of concern that the last mile to the last station is adding \$1B to the project and may not be worth it as Santa Clara is already connected by Caltrain. The maintenance could be done in Berryessa and augmented in Hayward.	From an engineering perspective what you suggest for maintained would be costlier in the long run. Santa Clara County voters voted for the full project and that is what VTA is trying to deliver. Also, the Newhall Yard is a good location to stage for events and VTA already owns it.
What is the distance from Hayward to Berryessa and then Berryessa to Santa Clara? Isn't that similar to distances between stations and yards in other parts of the system today? Point is Berryessa could be fine permanently. What if there was a three station project?	Voters voted for the full project to Santa Clara and that is what VTA is working to deliver, all four stations.
Did not realize the trains would be going to Richmond. Will there be signage? Will trains go every three minutes then?	Yes, BART Phase II would be an extension of the existing Fremont service. The orange line and the green line. There is ability through transferring to go to any station on the system. There will be signage on the trains and throughout the stations to make it clear where the trains are headed plus color coding is used to help passengers know which train to board. In the future with two lines, at 12 minute headways, the trains will come every six minutes in each direction.

Why would someone take BART to San Francisco not Caltrain?	There is a market in Fremont and north that takes BART to SF and that market is growing. There is a demand.
Is the poor man on BART and the rich man on Caltrain?	Both systems cost more than bus service and BART doesn't consider itself a poor man's Caltrain. They are different services and go through different cities for the most part.
<b>Project Status--Introduction to Phase II Alum Rock station campus, features and process</b>	
Is it possible to delineate the station area using different streets than Julian and Santa Clara? Would prefer station site to be references as between Five Wounds Lane and East St. James Street.	Yes.
Will there be tunnel access to the BRT?	No, a pedestrian pathway on VTA right-of-way.
Will BRT turn onto 28 <sup>th</sup> Street and stop at the plaza in the BART station area?	No, that would be inefficient, BRT will stay on Santa Clara Street.
We agree, the BRT should stay on Santa Clara and not turn in.	
The station ingress and egress needs to be in activated areas. The facility looks big.	We agree the station access and plaza should be active. VTA is clearing a big parcel to give maximum flexibility for how the parcel can be developed for parking and a mixed use development.
Be sure to consider all the trails (5 Wounds, Lower Silver Creek and any future trail) when planning access to the station area.	Yes, VTA is working with the City on exactly that. There are meetings and there will be a study done to incorporate the trails into access planning for the station.
Is VTA clearing joint development?	Yes, at a programmatic level.
<b>Financial Update BART Phase II</b>	
Does new starts submittal move with new schedule?	No, not necessarily. The current plan is to hold to original submittal schedule.
If naming rights happen who gets money BART or VTA? Will BART be looking to sell naming at all the stations? How were the estimates derived?	This is a VTA idea at the moment and not intended to imply that BART would do this elsewhere. The funding, if it would happen, would go toward BART operations most likely as the timing is off for construction use. The estimate is from looking at what a few other systems have been able to get for their rights, primarily Philadelphia. A naming rights policy is currently being worked on internally.

MTC raised the cap and trade estimate amount at their last meeting from \$75M to \$750M for the BART project.	Thank you for that information. Comment noted.
Are these numbers targets?	Yes targets.
Previous VTA projects have not included right of way costs in their calculations. Does this \$4.7B include and estimate for right of way?	This project includes right of way costs.
Mello Roos how would that work?	It takes a vote of those who would be taxed. Right now the thinking is only new development near the stations would be looked at and the negotiations would be with the developers. Existing homes would not be paying into the Mello Roos district.
If the 2016 sale tax doesn't pass does the whole plan fall apart?	It would be a major hit to the funding plan.
Does the \$4.7B cover both capital and operating costs?	No. just capital costs, operations and maintenance are separate.
<b>Chairperson Items Tail Track</b>	
I feel more comfortable that the tail track has been addressed via email.	Yes, thank you VTA is not interested in doing unnecessary expense and throwing away construction either. We will confirm the footprint.
<b>BRT Construction Impact Mitigation</b>	
You give bonuses for on time completion to the contractor. Why do you not require the contractor to pay damages to business when he doesn't complete on time.	The VTA is looking into best practices in this area. VTA may create a process where stakeholders/business owners sit in a construction advisory capacity and review contractor progress etc. This has been done in other projects and has helped to make sure the contractor is responsive to the community. We will share the specifics with the CWG at a future meeting.
Something like this business impact is impactful and needs to be part of RFP.	Comment noted.
<b>Station Name</b>	
There already is an Alum Rock Station on LRT system. This is confusing. Can we look at another name for this station? Perhaps 28 <sup>th</sup> ? At Five Wounds; East San Jose?	We can distribute to the CWG BART's naming policy and have a discussion at a future CWG on this topic. VTA has already renamed the Milpitas Station there is no problem with renaming this station if that is a community desire. We just need to make

	sure it describes the area sufficiently.
There is no entrance onto Alum Rock technically anyway. Perhaps call it the Route 101 station.	Good point about the station access.

**Follow-Up Items:**

- VTA/City to send City’s developer forum information to the CWG members as soon as available so the CWG members can participate. Post meeting update from the City the forum is expected to be in January.
- VTA (George Naylor) will correct one of the presentation slides and post the corrected PowerPoint on the CWG website.
- VTA to work on delineating the Alum Rock station area using different streets than Santa Clara Street and Julian Street.
- VTA is to confirm the footprint in the tail track area.
- VTA to share results of construction mitigation best practice research at future CWG meeting.
- Distribute BART’s station naming policy.
- Agendize station naming for the February CWG meeting.
- Additional CWG meetings in December to discuss construction methods – Alum Rock meeting will be Wednesday, December 2<sup>nd</sup>. Other meetings on December 1<sup>st</sup> and December 3<sup>rd</sup> so members can attend another group’s meeting if the date doesn’t work for you.

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

**Distribution:**

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