



Alum Rock Community Working Group Meeting

Date of Meeting: September 12, 2018 (4:00 p.m. to 5:30 p.m.)

Attendees:

Members in Attendance: Davide Vieira, Terry Christensen, Bill Rankin, Geoff Hatchard, Kathy Ericksen, Justin Triano for Cameron Geiger, Eric Thacker, Carlos Diaz, Chris Patterson-Simmons, Danny Garza, and Bob Van Cleef

Members not in Attendance: Ricardo Agredano, Matt Bell, and Craig Chivatero

Other Speaking Attendees: Jill Gibson (VTA), Sharif Abou-Sabh (VTA), Gretchen Baisa (VTA), Adriano Rothschild (VTA), David Lovato (VTA), Ron Golem (VTA), Kathy Bradley (VTA), and Karen Eddleman (AR/WS)

Project Team in Attendance: Erica Roecks (VTA), Brian Stanke (CSJ), Charla Gomez (CSJ), and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance:

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

Summary:

The Meeting Agenda included:

- Welcome and Introductions
- Follow-up Items
- Government Affairs Update
- Status Updates
- Phase II Update
- Construction Education and Outreach Plan
- Relocation Planning Presentation
- Transit Oriented Joint Development Strategy and Access Planning Studies Update
- Review Action Items and Next Meeting Dates

CWG Meeting November 14th, 2018 Mexican Heritage Plaza, 1700 Alum Rock Avenue, San Jose

Key Issues/Comments/Questions:

Comment/Question	Response
Follow Up	
None noted	
Government Affairs	
Does Prop 6 need a majority of 50% plus to pass?	Yes.
What is the lawsuit status for RM3?	<p>Regional Measure 3 (RM3) is a nine county ballot measure to authorize the Metropolitan Transportation Commission (MTC) acting as the Bay Area Toll Authority (BATA), to raise the fees on the seven state owned bridges in the Bay Area, by \$3.00 and phased in by 2025. The measure also proposed a list of projects that would be supported by the increase, including \$375 million for the BART extension to Silicon Valley, Phase II. RM3 appeared on the June 4, 2018 ballot and passed by 55% of voters in the nine Bay Area counties.</p> <p>On July 5, the Howard Jarvis Taxpayers Association (HJTA) filed suit in San Francisco Superior Court against BATA and the California legislature seeking to invalidate the measure. The complaint argues that RM3 constitutes a “tax” requiring a two-thirds majority to pass.</p> <p>RM3 was written with guidance from the state’s Office of Legislative Counsel with the goal of ensuring compliance with Proposition 26, which updated the definition of taxes and fees in California state law. BATA’s outside counsel, Orrick, has filed a motion to dismiss the suit which will be considered on Wednesday, October 10. It is estimated that it will then take 30 to 60 days for a decision on the motion.</p>
Is there a back-up plan/contingency if these funds don’t come through? Will the project stop at Diridon?	Nothing has been decided, and there are no plans to change the project definition. That alternative is not on the table.
If SB1 is repealed what will happen?	It is not clear. There is some thought that because the SB1 funds are 60% of the funding for TIRCP then each project’s grant could be reduced by 60%, but there is nothing decided.
Status Update	
Will there still be local offices	Yes, there will be field offices at each station, but

closer to this neighborhood?	they will not be in place until the construction starts.
When the office is opened we need knowledgeable people staffing it with the authority to stop the project if necessary. We need to learn from the BRT experience.	Comments noted.
Taylor is a Street not a Road the map needs to be fixed.	Thank you.
Let's refer to it as "creating" a name for the station not "changing" the name for the station.	Comment noted.
This name needs to be updated before its too late. We have asked for this for a very long time.	Understood.
There are nine schools in the area here and we need people who can shut down the job if things become unsafe and there are safety violations.	Understood.
Why does the naming timeline say it will be decided in December when it is not on our Work Plan until February?	We will be reporting out what the VTA Board decides at the CWG meeting that follows the December Board meeting. We will let you know when the Board will be given the station naming information.
What were the station names proposed by the CWG in June that are carried forward in your communications with the City and BART?	28 th Street/Little Portugal and Little Portugal/East San Jose
Were the BART naming guidelines provided?	Yes, in June CWG PowerPoint slides.
This naming thing has been going on a long time.	We promised that we would address it post ROD. It is now post ROD and we are proposing to do just that.
Phase II	
What about the work on North 28 th Street?	That is not from VTA's BART Phase I Project.
What is a DBE?	Disadvantaged Business Enterprise
Will trucks park on streets at night?	No, VTA will provide them with a place to park on site.
If there are investigations of utilities near the high school then we need netting around the sites.	The holes will be plugged and will not be left open for the community to come in contact with.
Will there be any investigations	We do not believe there is a need to be in that

near Empire School?	area.
What about Cristo Rey High School—what will the vibration and noise be like?	The noise will not be much more than ambient—similar to a bus going by. There should not be much in the way of vibration.
Will you be coordinating with the schools?	Yes, Gretchen will be ensuring that they are informed.
We do not want the garage to be “cookie cutter?” We want it to be nice with embellishments as is called for in our approved Plan.	We should not have used that term when referring to design build. We meant garages are not that complicated and we do intend to follow the community visions and make it attractive.
Can the station area support more than four stories of development after its built?	The developer would have to be involved from the time of station fit-out to be able to build higher than four stories over the station concourse and tunnel structure.
What about construction vibration? It will take its toll. We need to protect Five Wounds Church. I want the Church insured.	Comments noted.
Will the contractors be local?	It is likely that firms with national and international expertise will be on the project. That said, it is also likely they will bring in local sub-contractors.
When does the eight-year timeframe start?	When the FFGA is granted in March 2020.
Relocation Planning Report —meeting attendees, including CWG members, were told that if they wanted their comments in the official document then they needed to fill out a blue comment card	
In Fresno the High-Speed Rail project is moving buildings. Will we be doing that here?	Let’s talk about that off-line I have worked on that project and they are not really moving buildings.
When will the property owners start to see money flow?	Not until after the Plan is approved in December 2018. Even then, there is more engineering to refine before the properties are purchased.
What happens after VTA owns the properties? We do not want neglected properties that will be blighted, an eyesore, etc.	VTA can purchase a property and then lease it back for a time or if we own the property then we can clear it and fence it. It will be a property by property decision.
No public comment on this item.	
Construction Education and Outreach Plan	
Please send the link to the intake form again	Please complete the in-take form that can be accessed at www.vta.org/phase2info that will get you automatically added to the

	newsletter list.
Can you send us the links to soft copy versions of the fact sheets so we can share them?	<p>All of the fact sheets are on our website: http://www.vta.org/bart/communications/document-library</p> <p>Here are links to the Phase II fact sheets we provided at the meeting:</p> <ul style="list-style-type: none"> • VTA's BART Silicon Valley Phase II Extension Project • VTA's BART Silicon Valley Phase II Project Benefits • VTA's BART Silicon Valley Phase II Tunneling • VTA's BART Silicon Valley Phase II Alum Rock/28th Street Station • VTA's BART Silicon Valley Phase II Downtown San Jose Station • VTA's BART Silicon Valley Phase II Diridon Station • VTA's BART Silicon Valley Phase II Santa Clara Station • VTA's BART Silicon Valley Phase II Newhall Maintenance Facility • VTA's BART Silicon Valley Phase II Ventilation Facility • VTA's BART Silicon Valley Phase II TOD Corridor Strategies and Access Planning Study
Transit Oriented Joint Development Strategy and Access Planning	
What is the budget for this effort?	It is a \$1.9m effort mostly funded by a federal grant.
If you come up with something different than we have in our approved Five Wounds Urban Village Plan for this area will VTA work with the City to go through a public process with community meetings etc. before finalizing anything?	The scope of the TOD/Access Study is not to develop new land use plans such as the Urban Village Plans, but to explore feasible and implementable land use strategies and financing tools to maximize transit ridership and assist in overcoming existing limitations to TOD at the station areas. Any future development projects in the station areas would be subject to the City's permitting and environmental review process, which includes community public outreach.
So, this effort is to help the City bring the existing plans to fruition?	Yes.
What about community safety and rider protection those are big concerns for the local community.	The goal of the policies is to facilitate development that is done in a way to strengthen communities. Facilities recommended in this study will meet best

	practices and industry standards.
Strike Alum Rock from all of the graphics until the name thing is decided.	Thanks for that suggestion.

Follow-Up Items:

- Keep CWG members informed of station naming item on future VTA Board agendas opportunities.
- Distribute new funding plan once developed.
- Add latest status of RM3 into meeting notes – included in meeting summary above
- Fix label for Taylor Street on the map – collateral has been updated
- Provide link to the intake form – included in meeting summary above

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

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