



Alum Rock Community Working Group Tour

Date of Meeting: June 14, 2017 (12:30 p.m. to 3:30 p.m.)

Attendees:

Members in Attendance: Davide Vieira, Justin Triano, Geoff Hatchard, Carlos Diaz, RJ Castro, Emily Cunningham, and Terry Christensen

Members not in Attendance: Bob Van Cleef, Kathy Ericksen, Craig Chivatero, Kelly Daugherty, Asn Ndiaye

Other Speaking Attendees: Brandi Childress (VTA), Nicole Franklin (VTA), Nicolas Townes (VTA), Oxo Slayer (VTA), and Paul Medved (BART)

Project Team in Attendance: Leyla Hedayat (VTA), Jill Gibson (VTA), Erica Roecks (VTA), Alex Shoor (VTA), Erin Sheelen (VTA), Tyla Treasure (VTA), and Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: N/A

Location: Mexican Heritage Plaza, 1700 Alum Rock Avenue, San Jose CA and Various BART Stations via bus

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Tour:
 - Review of Lessons Learned from Alum Rock BRT Project
 - Warm Springs/South Fremont Station
 - Milpitas Transit Center
 - Berryessa Transit Center
- Review Action Items and Next Meeting Dates:

CWG Meeting September 13, 2017 Mexican Heritage Plaza, 1700 Alum Rock Avenue, San Jose

Key Issues/Comments/Questions:

Comment/Question	Response
Lessons Learned Alum Rock BRT	

<p>Will VTA give a business preference to local contractors and businesses?</p>	<p>VTA holds a number of workshops, procurement fairs and opportunities to expose local contractors and businesses to VTA projects. Through its robust Business Diversity Program, VTA helps connect local, smaller, disadvantaged-, minority-, women-, veteran- and LGBT community-owned businesses with prime contractors. On federally and state funded projects, goals are set to assure a certain percentage of these businesses contribute to the project.</p>
<p>VTA should work with businesses and the community on temporary alternatives so businesses are aware of the changes to the area (such as parking) and can let their customers know.</p>	<p>Yes, VTA aims to have a full understanding of each businesses' operations and needs such as parking, trash pickup etc. to help minimize impacts as much as possible.</p>
<p>Will there be performance goals or something similar in place to assure contracts are doing their best work? And will there be "two strikes and you are out" or something similar so what happened with the BRT contractor won't happen again? Why wasn't there something similar on BRT?</p>	<p>Yes, there will be much like there was on BART Phase I. The Board-initiated audit of the Alum Rock BRT project has resulted in changes to contracting procedures to help make sure issues that occurred on that contract won't happen again.</p>
<p>VTA should think about having contractors ranked number two and three at the ready in case a switch needs to be made.</p>	<p>Comment noted.</p>
<p>Will there be greater levels of prequalification than the BRT and a better protection process for VTA?</p>	<p>Yes.</p>
<p>Warm Springs/South Fremont Station</p>	
<p>How is the utilization of the station? Does it match projections?</p>	<p>The Station was expected to have 7,000 riders a day. It is carrying 6,000 already and that is with just one line in service not the ultimate two lines.</p>
<p>How is the bike usage?</p>	<p>We do not have statistics on that yet. Our BART Planners will be tracking that.</p>
<p>One line? Please explain. I thought it was two or more.</p>	<p>Yes, this Station has been designed in a robust way to be able to accommodate more than one line. The station will continue to be accommodated by one line until BART's new train car program delivers a sufficient number of cars to support two-line service, estimated to be in</p>

	early 2019.
What has been the community issues of the end of line status?	It was a surprise to the BART staff that a large homeless population would come to South Fremont and spend the night here. There is enforcement and some logistics issues we did not expect.
Milpitas Station	
This commuter parking if it is removed for development would it be replaced on a one for one ratio?	Yes, one for one if it is removed by development and there would be a parking structure added.
Berryessa Station	
How many of the riders moved from Fremont to South Fremont when the station opened?	Currently, there are about 2,000 riders that have moved to the Warm Springs/South Fremont station.
Is the BART Real Estate Department incentivizing the station development?	No, the focus at the moment is on external properties from the station.
When will the VTA BART Phase I be open?	Construction on BART Phase I is 97% complete. VTA is now in the system testing phase where the new extension becomes fully integrated with the existing BART system. During this phase, things can change more frequently and affect the pace of the work. The original project schedule for start of passenger service was summer 2018. VTA has tracked months ahead of schedule for most of the 5 years of construction and was anticipating an opening date of December 2017. However, based on the outcome of the system testing work that both BART and VTA will perform over the next couple of months, we hope to share a reforecast opening date this fall.

Follow-Up Items:

- None noted

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

CWG
Project Team
City Staff
Distribution list