



Alum Rock Community Working Group Meeting

Date of Meeting: September 14, 2016 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Terry Christensen, Bob Van Cleef, Davide Vieira, Geoff Hatchard, Craig Chivatero, Kathy Ericksen, Carlos Diaz

Members not in Attendance: David Dickey, Matt Bell, Kelly Daugherty, RJ Castro, Justin Triano, Charisse Lebron

Other Speaking Attendees: Teresa Alvarado (SPUR), Abby Thorne-Lyman (BART)

Project Team in Attendance: Leyla Hedayat (VTA), Kevin Kurimoto (VTA), Janice Soriano (VTA), Erica Roecks (VTA), Samantha Swan (VTA), Brent Pearse (VTA), Angela Sipp (VTA), Rosalynn Hughey (CSJ), Eileen Goodwin (Apex Strategies)

Project Team not in Attendance: Jessica Zenk (CSJ), Michael Brilliot (CSJ), John Ristow (CSJ)

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

Summary:

The Meeting agenda included:

- Welcome and Introductions
- Follow up items – Facilitator
- Schedule Update – VTA Staff
- Work Plan Update – Facilitator
- SPUR and the BART Corridor – SPUR
- FTA Process: New Starts Funding – VTA Staff
- Impact of Transit on Station Area Communities – BART Staff
- Lessons Learned from Phase I – VTA Staff
- Outreach Poll Results – VTA Staff
- Next Steps – Facilitator
- Review Action Items and Next Meeting Date (November 16, 2016 4 p.m.-6 p.m.)
Location: Mexican Heritage Plaza, 1700 Alum Rock Ave., San Jose – Facilitator

Key Issues/Comments/Questions:

Comment/Question	Response
Follow up items – Work Plan Updates	

Who owns ramp area?	Caltrans
Project and Schedule Update	
What is the timing of the FFGA?	VTA expects a FFGA in 2019.
Work Plan Update	
If there is an extension of the CWGs past February 2017 would the VTA Board be aware and weigh in on that specifically the Chair?	Yes.
SPUR and the BART Corridor – SPUR	
SPUR seems focused on Downtown, Japantown and Willow Glen. Does SPUR plan to look at the east side of San Jose?	Yes, SPUR is interested in the Alum Rock area as well.
The SPUR lunch meetings are excellent. CWG members and others should consider joining SPUR or just attending some of the sessions. If you are a SPUR member, the sessions are at no extra charge and they are very educational.	Thank you.
SPUR does advocacy at a policy level. Has SPUR considered looking at implementation issues and advocating about those? Can SPUR come down from the clouds? We at the ground level need your help getting our vision implemented. Developers are having success picking our vision apart.	SPUR is focused on system change. We do not usually come into a community and presume to know more than those who live there. SPUR advocates for City staff and Elected officials to be sensitive of and supportive of community based planning. SPUR is mindful about getting into the project level details. SPUR will stay at the policy level.
There was a “cookbook” developed covering Urban Village Plans by Michelle Beasley of the Greenbelt Alliance. Can SPUR update that document?	Yes, that is a good idea. SPUR can look into that.
SPUR should consider adding a chapter about implementation. That is what is needed.	Comment noted.
SPUR has helped improve urban design in San Jose. SPUR’s voice has made things better.	Thank you.
The Alum Rock has a 15-year-old plan that is being thrown out the window by the first developer to consider developing in the area. There is a big gap turning our community plan into reality. SPUR should help us. VTA can learn from your lessons too. Highlight your efforts.	Comments noted.
I note a disconnect between old ideas and	Comment noted.

new ideas. There is no consistency. There should be an “ideas depository” somewhere.	
FTA Process: New Starts Funding	
Once a project is in the pipeline with FTA do they ever bump them out?	Yes. There are examples of projects that do not get all the way through the process.
For these FTA criteria where are issues such as social justice and equity scored? Wouldn't our project score well on those?	Those issues are covered in two places, the land use category and economic development. Yes, the BART project does rank well on those issues.
At one point there was talk of relocation of the 28 th Street Station. Is there still a weakness there? Is there anything the community can do to shore that up?	The land use density downtown would make a bigger impact on the BART project scoring than anything regarding the 28 th Street area.
Does this FTA project involve lobbying?	Yes, many sponsors are very active in Washington D.C. to try to advance their projects. At the end of the day, FTA cannot advance a project that isn't worthy so the technical scores are still extremely important.
Impact of Transit on Station Area Communities – BART	
I heard honesty in what you presented and that is appreciated. How much has telecommuting changed the landscape? What is the impact of that on BART ridership?	BART is excited about telecommuting because it does help with BART's capacity issues. BART has started an incentive program to try to get riders to shift their trips into non-commute hours when possible and BART is rewarding riders who do with incentives. BART staff do monitor these trends and BART is very supportive of flexible hours for workers.
What is the impact of rideshare companies such as Uber on BART ridership?	BART has not yet captured the impacts of those services in our ridership surveys. We hope to do a better job documenting that in the next round.
Would it be possible for BART planning staff to review our 15-year-old village plan and give us feedback?	Yes, the Five Wounds Urban Village Plan will be reviewed during the Access Planning effort next summer where BART will be on the technical committee.
BART owns the property in the examples you had in your presentation. Because BART will not own the system in San Jose how will that development work?	VTA would be the lead along with the City of San Jose to help develop the station areas on any VTA owned properties through the VTA Joint Development program you heard about from Ron Golem at the last CWG meeting.

The loss of redevelopment agencies is a big deal. Is BART doing anything to bring back RDA's?	BART is following and very interested in the new tools cities and agencies have been given instead of RDA's. Enhanced Infrastructure Financing Districts are (EIFD's) one tool that some communities have put in place to fund improvements. VTA has assessed these as part of our project finance planning efforts in 2015.
On pedestrian access your results show the ¼ mile as a key distance. Where do company shuttles kick in?	BART is just starting to track company shuttle information and patterns. BART prefers to accommodate shuttles that are available to the general public not just one company's workers.
Do partners complain about shuttles?	There are curb side guidelines for BART stations. BART is trying to keep shuttles out of kiss and ride areas for example.
Does VTA allow company shuttles?	Yes. Timing of when shuttles and buses are trying to access the stations can be a complicating factor. VTA has studied this for its Phase I BART Stations and has licensing agreements with some of the shuttles which is a revenue source.
Lessons Learned from Phase I	
No comments or questions.	
Outreach Poll Results	
How many people were polled?	The results were calculated for each CWG first then asked again for the public attending the June meetings to also weigh in. The statistics in the presentation used the results from both CWG members and the public together for each group.

Follow-Up Items:

- VTA staff to make sure the Five Wounds Urban Village Plan is reviewed during Station Access planning in Summer of 2017.

Prepared by: Eileen Goodwin, Apex Strategies
Distribution:

- CWG
- Project Team
- City Staff
- Distribution list