



Santa Clara Community Working Group Meeting

Date of Meeting: May 18, 2023 (4:00 p.m. to 5:30 p.m.)

Location: Zoom

Attendees:

Members in Attendance: David Cajigas, Jack Morash, Jonathon Evans, & Todd Trekell

Members not in Attendance: Ana Vargas-Smith, Christian Malesic, John Urban, Luke de Vogelaere, & Ron Miller

Speaker Attendees: Doug Moody (VTA), Bernice Alaniz (VTA), Ann Calnan (VTA), Clarence Eng (VTA), Erica Roecks (VTA)

Other Project Team in Attendance: Joan Lee (VTA), Rachel Hennessy (VTA), Peter Valenzuela (VTA)

Project Team not in Attendance: Kristen Mei (VTA), Lucas Perez (VTA)

Meeting Agenda:

- Welcome and Introductions
- Phase II Update
- Project Highlight
- VTA Customer Service Center Update
- Business Resource Program Update
- Early Construction Activities
- CWG Member Report Out
- Next Steps

Follow-Up Items

- Follow up regarding small business resource qualifications once established
- Provide more information about noise distance and decibels to be expected during construction

Comments, Issues, and Questions	Response
Welcome and Introduction	No comments.
Phase II Update	-
Question about the CP3 design-bid-build. Does that mean you are awarding the design now and then will bid out the build?	Yes. We are advancing the design further initially. It was going to be design build contract, but based on current contracting, the environment, and rate of

Comments, Issues, and Questions	Response
-	inflation, we are going to be advancing that design and then award it as a design-bid-build contract. That is why those dates are pushed out.
<p>Does that mean that there will be another design phase for it to become more complete and then that will go out for bidding for construction and build?</p> <p>So, there are no additional design firms you are bringing?</p>	<p>Yes, we have our general engineering contractor working on and advancing that design.</p> <p>I do not believe there are any plans on bringing new architects or new designers in for the station design to carry it from 30% to 60% design.</p>
<p>Will there be opportunities for the community to participate in the design?</p> <p>So you are not expecting refinements to the wider flow or any other design?</p>	<p>We do have our Design Review Committees (DRC), and we do the base design per the BART facility design standards. There was significant work done by Foster and Partners on those station designs to fit everything needed to make them operational BART stations. We have plans around the July-August time frame to reengage the DRC and review public art, station wayfinding and signage, and for Diridon and Downtown looking at what we might be doing for the rooftop facilities.</p> <p>No.</p>
<p>What happens to this schedule if the Full Funding Grant Agreement (FFGA) is not approved or approved at a much lower amount?</p>	<p>As we are advancing this, we are in full communication with the FTA. We have bi-weekly and monthly meetings that incorporate project oversight and review of each element. Nothing should be a surprise to the FTA. Everything indicates that we are positively positioned to receive these funds. They know what the ask is, and part of us asking for this money and being accepted into the Capital Investment Grant Program from the Expedited Project Delivery Pilot Program is that they knew the ask was going to be bigger. The whole purpose was to qualify for more money. This is a very collaborative process.</p>

Comments, Issues, and Questions	Response
<p>What is the relationship between BART and VTA for this project?</p>	<p>We have a comprehensive agreement with BART that defines our roles as we are advancing design on this project. Once the project is built, we have a complex operations and maintenance agreement with BART which outlines timeframes, financial responsibilities, and more, between the two agencies.</p>
<p>Is Kiewit the primary contractor for most of this work?</p>	<p>One of our contracts has been awarded, and it is a joint venture between Kiewit, Shea, and Traylor.</p>
<p>Beneficial Reuse of BSVII Tunnel Excavated Material at Former Salt Production Ponds</p>	<p>-</p>
<p>I like and applaud that you are trying to find an ecologically friendly way to get rid of materials. What sort of testing requirements are there on the dirt as far as contaminants for using it in this use? Do you expect to see different results for different parts of the tunnel? What is the plan if contamination is found, and would you still dispose in the salt ponds or somewhere else?</p> <p>Are there concerns about contaminated materials once you take it out? This sounds like a great plan and is great to here.</p>	<p>The tunnel is quite deep, so typically surface contamination does not reach down there. Regardless, we still must take soil and coring samples that have been tested and submitted to the Regional Water Quality Control Board. All the soils have come back clean from testing and shows all the chemical constituents and compare it to the Quality Assurance Project Plan (QAPP). Additional testing will take place in construction before we take it over to the salt ponds. Part of the tunneling material will include soil conditioners that are injected through the tunnel boring machine through the conveyor belt. We are providing the Water Board with all these samples that meet the QAPP criteria before we put it in the salt ponds. Everything indicates that they will pass.</p> <p>That question will be covered in the Early Construction Activities section.</p>
<p>We typically are required to manage archaeological issues here on the SCU campus. Does the project prepare for these issues which can be significant?</p>	<p>The environmental study for the BART project thoroughly analyzed all of that, as we could not approve the project on the NEPA and CEQA side without that, so that is a whole other process going on for testing.</p>

Comments, Issues, and Questions	Response
-	For the salt ponds, there are several environmental documents that have preceded the ones that we are going to do. We are going to update that in the environmental document, but I am not sure that there is much to do, as we have not gotten that far in the analysis.
VTA Customer Service Center Update	No comments.
Business Resource Program Update	-
<p>What kind of disruptions will impact small business and what is the timing of that?</p> <p>The disruptions that took place in the Alum Rock BRT Project were negative to the Hispanic business community. What sort of traffic disruption and or mitigation should we expect and when?</p>	<p>You could say it is like a development project focused within fence lines. A lot of construction will happen within the public right-of-way, and there will be a lot of trucks coming and going in this area and temporary lane diversions. Those are the things that we anticipate throughout the corridor and what will be mitigated.</p> <p>Clearly, signage will be an important part and maintenance of traffic, but this should not be as impactful as closing large portions of corridors throughout construction.</p>
<p>Small businesses that are considered inappropriate – what is the definition and what is the determination of that list and how was it formed?</p> <p>What makes that determination? Near where I live, a lot of the businesses are owned by minority groups that have been historically redlined – how do you draw the line ahead of time as it seems arbitrary?</p>	<p>It is not the case that they are not considered small businesses; they are just not eligible for the grant funding. Direct financial assistance provides funds to eateries and retail and those that are more impacted by disruption of foot traffic. We also want to make sure these funds are appropriately distributed as they are public and do not have a legal issue to supply alcohol stores, etc.</p> <p>One definition for how they are defined is if they sell liquor and if their sales are greater than 60% liquor. If they are a convenience store but alcohol is only a small percentage of their sales, then we would include them. We will take these comments and questions back and take this into consideration and come back with more clarity.</p>

Comments, Issues, and Questions	Response
<p>What about bars that primarily serve beer? I would hate to see some get excluded because of an arbitrary rule.</p>	<p>There are some legalities surrounding the constraints because it is public money. For convenience stores as previously mentioned, if the businesses primary sales are alcohol, then they would be excluded. This is public funding, so there are legalities to what public funds can be used for. This is not an arbitrary rule and based on the use of public funds.</p>
<p>I assume that there is focus on Horace Mann, City Hall, and churches, and I assume that there are plans to make sure they still run operation too.</p>	<p>Comment noted.</p>
<p>Early Construction Activities</p>	<p>-</p>
<p>Slide 42 has key stakeholders, we are hypersensitive to the area given the double shift work that you are anticipating. Can you please add us a key stakeholder as we will be right in the middle?</p>	<p>Yes, we consider you a key stakeholder.</p>
<p>What motivation or oversight do drivers have to allocate their trips at different points of access? Will they be motivated to go all the way back down to the Newhall exit to leave the property?</p>	<p>KST has a Truck Boss, who is the person in charge, and will be developing a Trucker Management Plan that manages where the trucks need to go and adhere to what they have all agreed upon.</p>
<p>You have a list of historic buildings you plan to monitor. Can owners sign up to monitor their buildings? How does that work?</p>	<p>No, the locations were determined as part of our environmental clearance, and there is a very specific process for that relating to what is on the National Register.</p>
<p>Where can that list be found?</p>	<p>I don't know off the top of my head what section it is included in the environmental document, but we can follow up after this meeting. I think the only historic properties in the City of Santa Clara are the radio tower, speeder sheds, and the Santa Clara train depot.</p>
<p>I don't recall the noise being covered at the last public meeting. At what distance and decibels will it be expected? It would be nice to understand when and distance.</p>	<p>Noise was discussed at the public meeting. It is not as cut and dry as that, as there is an eight-hour threshold. There is more information about that, and we can circle back.</p>
<p>CWG Member Report</p>	<p>-</p>

Comments, Issues, and Questions	Response
The 22-hour shift and noise levels – we have students living on the other side of the construction zones and would be interested in learning what those are so we can communicate that out.	Comment noted.
Just want to thank the team as we had an open house in April, and they did a great job. Every time I looked out there, there was always people around the table, and I want to thank them.	Thank you. Comment noted
How will the scale of this project compare to the tunneling for the Metro that was done?	<i>This is one of the biggest tunneling projects in the nation. A general Metro project's construction is usually done with 20-foot diameter tunnels. Ours will be about 50 feet in diameter. This is one of the largest public transit projects undertaken in the past century.</i>
I'm sure someone has coordinated with the Earthquakes and that entrance at Coleman and 880 can be crazy without construction. More of a comment, but I'm sure someone thought of the roadway, and it might be in different shape after than it is now – that should be a stay away place.	As the roads are used for hauling, there is coordination with the Cities so get the roads restored due to the hauling and degradation. The contractors are required to monitor that such as potholes, they are required to fix those problems. We are in close coordination with Earthquakes and Hunter Partners.
Next Steps	No comments.

Next CWG Meeting: September 14th, 2023, 4:00 PM, Zoom

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