



**Santa Clara Community Working Group Meeting**

**Date of Meeting:** December 3, 2015 (4:00 p.m. to 6:00 p.m.)

**Attendees:**

Members in Attendance: Sudhanshu Jain, Richard Fedesco, Chris Shay, Jack Morash, Ron Miller (Mayor Matthews also in attendance)

Members not in Attendance: John Urban, Steve Bures, Rahul Chandhok, Denise Harris, Chris Lepe

Other Speaker Attendees: Kevin Kurimoto (VTA), Brent Pearse (VTA), Krishna Davey (VTA), Tom Fitzwater (VTA), Mike Lehnen (HMM)

Project Team in Attendance: Leyla Hedayat (VTA), Erica Roecks (VTA), Angela Sipp (VTA), John Davidson (City of Santa Clara), Eileen Goodwin (Apex)

Project Team not in Attendance: None

**Location:** Santa Clara Senior Center, 1303 Fremont Street, Santa Clara, CA

**Summary:**

**The Meeting agenda included:**

- Welcome and Introductions
- Follow up items – Facilitator
- New Starts Project Development and Schedule Update – VTA Staff
- Construction Methods and Approach-Project Team
- Next Steps – VTA staff
- Review Action Items and Next Meeting Date (February 11, 2016 4 p.m.-6 p.m.) – New Location: 1850 Warburton Avenue in Santa Clara – Facilitator

**Key Issues/Comments/Questions:**

<b>Comment/Question</b>	<b>Response</b>
<b>Follow up items</b>	
No comments noted	
<b>New Starts Project Development and Schedule Update</b>	
Will Federal Transportation bill (just passed today) help or impact the project?	Yes, the funding will help this project as the bill makes funding available to the Federal Transit Administration (FTA).

How much of the station area will be cleared in the document? Station plus parking?	Yes, the station area environmental clearance will clear the station area, the parking and some VTA planned development. When an actual development project would be proposed down the line additional environmental clearance would be necessary to clear the development project specifics.
<b>Construction Methods and Approach – Construction of Tunnels</b>	
Does the areas' geology pose a challenge for the tunnel boring machine?	No, these soils are fine for tunneling. There is more of a challenge doing the cut and cover aspects of the project. We are aware of the soil issues so we will plan accordingly with construction methods that best fit the conditions.
Does the muck get mixed with water?	No, the conditioning agent that is added is more soap like, making the muck the consistency of toothpaste.
Does tunneling go faster if soil is looser?	Not with the type of tunnel boring machine that will be used which is run on pressure which would be the same for the various soil conditions and therefore the production output would be similar. The controlled earth pressure balance machine technique evens out the soil differences.
Will there be surface vibration? Will people on the street feel anything from below?	No. There will be no vibration at street level. There could be slight settlement that would be noticed. Settlement would be monitored.
Will the tunnel boring go under homes?	Yes in certain places along the alignment.
Will the home owners know this?	VTA will be making the home owners aware of the need to tunnel below their homes.
<b>Construction Methods and Approach – Construction of Cross Passages</b>	
Is there dust control as the muck dries? How does the contractor control that?	There will most likely not be any dust issues, but if a dust issue develops, the contractor will cover the muck pile.
Where will they truck the muck?	That will be up to the contractor. Some of the muck could be reused on site. If the soil is contaminated that would have to be handled separately and taken to an appropriate site. Other muck can be hauled to various locations, it will up to the contractor to determine this.

Will the two tunnels be bored at the same time?	Possibly. It would be up to the contractor to determine how many tunnel boring machines to deploy. There could be anywhere from one to eight machines on the project.
<b>Construction Methods and Approach – Construction of Typical Cut and Cover Stations</b>	
The Alum Rock merchants have been impacted by the VTA’s BRT project tearing up the street won’t this project have huge impacts as well?	The cut and cover methods will be used at the three below ground stations and the vent structures. The Alum Rock station is out of the street so should not have the same type of impacts. The Diridon Station area will impact three side streets which will be decked. The big impact will be the downtown station area and the cross over track area in the downtown. That excavation will be about 1,500’ in length. The vent structures will be a construction area of about 50’ so smaller impacts there.
How long will process take?	The duration will be dependent upon how the contractor chooses to perform the work. In general the cut and cover disruption would be a time frame of 9-12 months at two stages during the overall construction process.
Will there be disruption to Caltrain operations or the historic area at the Santa Clara Station?	The Santa Clara Station is mostly an above ground construction project that can be accomplished will Caltrain still operates. The station area impacts will be outlined in the environmental document.
What is the appropriate time to suggest alternate construction methods?	When the environmental document is circulated in May would be a good time to write a letter regarding any suggestions.
<b>Construction Methods and Approach – Utilities</b>	
Does the station area construction staging area become parking after the project is constructed?	The CSA may become parking or it may become parking integrated with planned development. When a planned development project is contemplated a separate environmental process would be undertaken to define those impacts.
The Historical Society would like to know how the archeological resources that are eligible for the national historic register are being dealt with in this project.	The VTA is seeking federal funds which means that the NEPA environmental process will be utilized. This triggers the project to do a separate Section 106

	<p>process and a finding of effects report. This report needs to get sign off from the state historic preservation office (SHPO) prior to the record of decision for the environmental document. So essentially VTA needs concurrence from a state agency. To get that concurrence, the historic and cultural resources will be rigorously reviewed and protected.</p>
<p>Can you keep the CWG updated on the progress of the Section 106 process?</p>	<p>Yes.</p>
<p>The University has done extensive work regarding identifying the cultural and archeological resources in the area. The University would be happy to meet with VTA staff regarding this information.</p>	<p>VTA has moved their facilities much more to the east in the current design but would be happy to meet and learn from the University.</p>
<p>Regarding the utilities, when will VTA know what they will be requiring of the contractor regarding modelling or potholing techniques?</p>	<p>VTA has not yet determined whether to mandate Building Information Modeling (BIM). If BIM is chosen, the record drawings, potholing and other methods will be used to develop an accurate model of the utilities. VTA's recent experience on the Alum Rock – Santa Clara Bus Rapid Transit Project has made utility identification a key priority. There are lessons learned and a strategy will be developed on this topic by Fall 2017. If you have specific recommendations or concerns it would be appropriate to write a letter expressing those in response to the circulation of the draft environmental document.</p>
<p><b>Construction Methods and Approach – Construction Staging Areas (CSAs), Vent Structures and Newhall Yard Maintenance Facility</b></p>	
<p>How many electrical substations are on this phase of the project?</p>	<p>There will be one at each underground station and one at each portal.</p>
<p>Will the vent structures be used for evacuation?</p>	<p>It is expected that emergency access would be utilized by the fire department and first responders going into the system but not used for passengers exiting the system.</p>
<p>How will substations be buried? What techniques will be used?</p>	<p>The details will be in the environmental document. If this is of specific concern to you, please comment on the draft</p>

	environmental document.
<b>Next Steps</b>	
Thank you for keeping the CWG on track this past year.	Thank you for the thanks and recognition of the team.

**Follow-Up Items:**

- Keep CWG informed regarding Section 106 process.
- VTA environmental team and Santa Clara University to meet regarding archeological information.

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

**Distribution:**

CWG  
Project Team  
City Staff  
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