



Alum Rock Community Working Group Meeting

Date of Meeting: December 2, 2015 (4:00 p.m. to 6:00 p.m.)

Attendees:

Members in Attendance: Terry Christensen, Bob Van Cleef, Davide Vieira, David Dickey, Craig Chivatero, Geoff Hatchard, Kelly Daugherty, Carlos Diaz

Members not in Attendance: Kathy Ericksen, Matt Bell, Justin Triano, RJ Castro, Charisse Lebron

Other Speaking Attendees: Tom Fitzwater (VTA), Brent Pearse (VTA), Jim Ortbal (CSJ), Paul Smith (CSJ),

Project Team in Attendance: Ray Salvano (CSJ), Leyla Hedayat (VTA), Angela Sipp (VTA), Erica Roecks (VTA), Eileen Goodwin (Apex)

Project Team not in Attendance: Michael Brilliot (CSJ), Rosalynn Hughey (CSJ), Jessica Zenk (CSJ)

Location: Mexican Heritage Plaza, 1700 Alum Rock Avenue, San Jose 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 10, 2016 4 p.m.-6 p.m.) – Facilitator

Key Issues/Comments/Questions:

Comment/Question	Response
Follow up items –	
Request for previous measure project costs	<ul style="list-style-type: none"> • 1984 Measure A: \$845 Million collected, \$1.2 Billion total expenditures ('85-'95) • 1996 Measure A/B: #1.34 Billion collected, \$1.9 Billion total expenditures ('97-'06)

	<ul style="list-style-type: none"> • 2000 Measure A: \$1.4 Billion collected as of 12/14 <p>More details at: Www.slideshare.net/SCVTA/funding-transportation-improvements-in-Santa-Clara-county</p>
New Starts Project Development and Schedule Update	
Will VTA be the project sponsor in the FTA process?	Yes.
Does the FTA submittal go in ahead of Board action on which stations go forward?	VTA is submitting the full four station with the Newhall maintenance facility project. VTA is committing in the letter to FTA to enter New Starts Project Development to fund the full environmental process. VTA is optimistic that the full project will ultimately be funded. The FTA New Starts Project Development process does not automatically commit FTA to the full \$1.5B that VTA will be requesting it just gets the project in the process.
Who authorized this the G.M.? Mayor?	The Mayor of San Jose was encouraged to have VTA submit the letter when he was back in D.C. The G.M. authorized this and has discussed this with the VTA Board, and Program Working Committee members, including the Mayor and Supervisor Chavez and others.
There is not consensus on the fourth station (Santa Clara) due to cost implications if costs force changes in the project how does that impact this entering into the process.	VTA is submitting the full four station project. The letter and entering new starts process does not impact the VTA Board's opportunity to change the project.
Construction Methods and Approach – Construction of Tunnels	
Do these segment walls get constructed elsewhere and brought in? Are they designed for the project curves and turns?	Yes and yes. The design is taken into consideration when manufacturing the panels so the panels are customized to the alignment.
Will the tunneling start in the west?	That will be up to the contractor it could start either direction or both at the same time. VTA wants the contractor to have flexibility.
What will the duration of tunnel	It depends on the methods the contractor

construction be?	chooses and how many tunnel boring machines they utilize.
Could the tunnel accommodate double decker trains or another type of system in the future?	The VTA went through a Major Investment Study and other technologies were evaluated at that time and the BART technology is the one that VTA is proceeding with. There is no need to double deck the tunnel or add room for the catenary wires for an LRT system. The BART tunnel is planned for a 17'10" interior diameter. Another project that is a current LRT project in a tunnel has an interior diameter of 18'10" so it is unclear if the current design could accommodate the LRT. Again, BART technology is the desired technology and what is being planned for.
Assuming the tunneling goes first, will that be the case?	That is to be determined. The contractor(s) may work simultaneously on the tunnel and the cut and cover station construction. At a minimum, the Support of Excavation (SOE) end walls need to be installed before the tunnel boring machine can travel through.
In 20-30 years the technology may need to change. BART is an old system how can that be accommodated? Will BART be changing? Will this tunnel accommodate that?	The VTA tunnel will be the largest in diameter in the BART system, so if BART were to change they would need to re-do their entire system. BART has made a commitment to new rolling stock (fleet cars) which should upgrade the system for many years to come.
Where will the muck go?	That will be up to the contractor. If there is toxic soil that will need special handling. Some may be re-used on the project.
What are the main problems and challenges encountered on other projects with tunnel boring machines?	The soil conditions and stability. Making sure to get pre-qualified experienced contractors who will take the care to do the tunneling right. Above ground settlement.
How much vibration will the community feel above ground during tunneling construction?	Not likely to feel anything at the street level.
Will there be incentives for the contractors to speed completion? How will that impact their ability to take their care and not create problems due to sloppy work?	The contractor's reputation is on the line. VTA and the City will be monitoring everything they do.

Please provide a link to the current version of the final plans for the portal and the design.	http://www.vta.org/bart/finaleis2010 Appendix C - SVRTP Alternative Plan and Profiles (Phase II alignment begins on Figure C-9 on page 12)
How will the 100-year church (Five Wounds) stained glass window's fare during this project? Will there be monitoring?	VTA will require monitoring and special care as part of the mitigations called out in the environmental documentation. VTA has done vibration analysis which will be included in the current environmental document being prepared and available for review.
Construction Methods and Approach – Construction of Typical Cut and Cover Stations	
Will the deck on the street be removed at the end of the project?	Yes, the street will be reconstructed on back filled soil.
How long will Santa Clara be “down”?	That depends on the contractor's methods and the environmental document will be showing a range to provide flexibility for the contractor.
Is the Diridon station area out of the street?	Diridon station area includes some local streets that will be covered with temporary decking where the remaining other parts of the station area will be left open.
What is the worst case for businesses regarding access to the businesses?	The contractor will be required to provide pedestrian access to businesses during construction. VTA is working on a best practices survey where the team can learn from techniques used on other projects. Later in the process VTA will be reaching out to impacted businesses to learn about their access needs and work to define a plan for access.
What is the range of time Santa Clara Street will be detoured?	That has not been firmly determined but the working ranges are 9 to 12 months at the beginning (1 stage) and end of process (2 stage). It does not necessarily mean the entire length of the station box and cross over will be under construction at one time. VTA is doing evaluation and there will be more detail in the environmental document.
Will VTA be choosing the station option in downtown based on community impacts?	VTA and the City are looking at the best location for the station for the long term

	and the supporting land uses not the construction duration or impacts. There will be impacts during construction regardless of which station is chosen. The crossover is in the same location under both options.
Construction Methods and Approach – Underground Stations ~ Utilities	
Is utility relocation timing included in the 9-12 month window?	Not necessarily. Some relocation may be done before if warranted. This is still to be determined.
Is the staging area shown on these drawings the maximum envelope?	Yes.
Construction Methods and Approach – Underground Stations ~ Stations	
At Alum Rock, why are small shapes included in the Construction Staging Area south of Santa Clara Street shown?	Those properties are owned by VTA and would potentially be available for use by the contractor.
What about the former parking structure area north of East St. James Street?	VTA does not own that parcel and cannot justify purchasing it for the project when the parking can be accommodated on the parcel between East St. James Street and Five Wounds Lane.
There is a community desire to get property along the railroad track for a bike trail. We will take that off-line.	Comment noted.
What should the City be doing to coordinate with the project team so the station area can accommodate a very tall building (a hotel perhaps)?	VTA and City staff have been coordinating with developers near Diridon and VTA would welcome developer involvement and coordination at Alum Rock.
Is the cross over location in the same location for both downtown station options?	Yes
Construction Methods and Approach – Construction Staging Areas (CSAs) and Vent Structures	
Will the vent fans be on constantly?	The fans will be used intermittently and will also need to be regularly turned on for maintenance. Sometimes the BART system operators may turn on the vents to circulate air inside the system.
Will the neighbors be impacted?	Specific anticipated noise levels and impacts will be outlined in the Noise and Vibration chapter of the environmental document. VTA held extensive outreach for the areas around the proposed Santa

	Clara Street/13 th Street mid-tunnel vent structure. We will provide you with the report that was prepared.
Construction Methods and Approach – Newhall Yard Maintenance Facility	
Please explain need for Stockton mid-tunnel vent structure? Isn't that close to Diridon?	Stockton is needed because of spacing requirements. It is located about half way between the Diridon Station and the west tunnel portal.
When there is an emergency which way would the air flow through the venting be utilized?	That is situation dependent.
Next Steps	
Confirm the Alum Rock transfer numbers presented at the Downtown CWG.	These numbers represent only bus transfers not all potential ridership. They do not include LRT or Caltrain transfers because there would not be either at the Alum Rock Station location.
Will Top Grade be allowed to bid on the BART project? Would Top Grade be allowed to be a sub?	As part of the settlement agreement, Top Grade voluntarily agreed not to bid on any VTA projects as a general contractor for a period of four years. They also agreed not to perform any work as an excavation subcontractor on any VTA projects for one year or any work as a paving subcontractor on any VTA projects along the Alum Rock – Santa Clara corridor for one year.

Follow-Up Items:

- Provide link to project costs from previous ballot measures – See link provided above
- Provide a link to the current version of the final plans for the portal and the design – See link provided above
- Provide report regarding Santa Clara/13th Street mid-tunnel vent structure

Prepared by: Eileen Goodwin, Apex Strategies

Distribution:

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