



Santa Clara Community Working Group Meeting

Date of Meeting: May 15, 2025 (4:00 p.m. to 5:30 p.m.)

Location: 2830 De La Cruz Blvd, Zoom

Attendees:

Members in Attendance: Jonathan Marinaro (stand in for Jonathon Evans, absent), John Urban, Rob Mayer, Ron Miller, Jack Morash, Sean Collins, Sheldon Ah Sing, Jeanette Coran, Alden Smith

Members not in Attendance: Bella Burleigh, Ryan Morfin, Todd Trekell, Ana Vargas-Smith, Michael Liw

Speaker Attendees: Ngan Nguyen (VTA), Brent Pearse (VTA), Erica Roecks (VTA), Adriano Rothschild (VTA), Greg Thiebaut (VTA)

Other Project Team in Attendance: Angela Chan (VTA), Matthew Derby (VTA)

Meeting Agenda:

- Welcome and Introductions
- Transit-Oriented Development
- Reimagining Santa Clara Street
- Phase II Recap
- Aligning the Project with Available Funding
- Construction Update
- Thriving Business Program Update
- 2025 CWG Workplan
- Provide update on **height** of barrier wall between BART and heavy rail (Caltrain, Amtrak, etc.) alignment
- Provide update on whether or not there will be a **permanent** barrier between heavy rail operators.
- Provide updates on when heavy rail operators sound their horn.

Follow-Up Items:

Comments, Issues, and Questions	Response
Welcome and Recap	
VTA has opened the dialogue much more with Santa Clara University and engagement with us has increased greatly. We appreciate that effort!	That is great to hear. We'll continue to do that. Thanks for the input.
Phase II Update	
What is the reconfiguration of the Santa Clara station – has that changed at all?	There is a change of layout of the facilities in the yard, not changes to the station. Changes to the yard allows parking for the station to be in a surface lot versus in a garage. There are very slight changes to the actual station itself. Most changes are within the maintenance facility.
Does that change in the maintenance facilities still allow for the maintenance of the BART cars?	Correct.
Since VTA purchased the Tunnel Boring Machine (TBM), is it sitting around in some warehouse? What about continuous costs since we are not progressing?	The TBM is currently being fabricated in Germany. Once it is finished, it will be stored in Germany until we are ready to launch. When we're ready to bring it over here, it will be assembled here.
If you change the size of the tunnel, would you have to change the TBM?	If we don't end up using it and move forward with a smaller tunnel, we would work with the manufacturer to purchase some of the parts out of it and use it for our adjusted TBM.
It must take months to ship it over here and place it into the yard.	Right, it would take a while, but until the machine is launched it will need to be serviced every month so it's better to keep it in Germany where it can be serviced by the manufacturer.
How far away are we from breaking ground?	We have already broke ground. There's construction currently happening for the launch structure, but we're not quite ready for the machine to arrive yet.
With no end-of-line parking structure, are daily trips being revised down from Santa Clara Station? How is parking being modeled in the surrounding area? Thank you.	The BSVII program has an environmental commitment to provide 500 parking spaces at the Santa Clara Station - that has not changed. Instead of providing a parking garage/structure, the design

Comments, Issues, and Questions	Response
	being explored would meet the commitments with a surface parking lot.
Construction Update	
Regarding the changes to the station and maintenance facilities that Erica laid out, it's not necessarily for user experience, has the portal/location of the hole, where the trains are coming out of, changed?	The structure is designed for the machine that we have procured from Herrenknecht in Germany, which is 53'. Should some of the cost savings identify a smaller machine, the structure is large/flexible enough to allow design modifications. There is a point in the future where we could make a decision to make some changes to the structure, moving forward if we need to.
My main concern is where all the loud noise is going to be coming out. Initially it was closer to 880.	The location of the tunnel portal has not changed.
It looks like there is a sound curtain near the TBM preparation, would that sound curtain remain when the station is operational?	No, It's a temporary noise curtain for construction. It's designed to protect folks from the noise that the machines will be making during construction.
Is there any possibility of having the noise curtain move from temporary to permanent?	Our environmental document identifies temporary things that we need to do to protect people against noise. It also identifies the permanent things we need to build for people. Our noise modeling hasn't identified any permanent sound walls or other items for mitigation.
Is there a funneling process where the air gets shoved through the tunnel and comes out at the end? That could be very loud and disruptive to nearby residences.	I think the source point of Caltrain trains is much closer to properties. Those will generate more noise than BART trains would, because of the distance from the properties themselves.
We'll have a gap with the wall, so that might be something we need to readjust after it's built.	There is a barrier wall that parallels the BART tracks between the BART alignment and the Caltrain alignment
What kind of material is the barrier wall?	The barrier wall is made from concrete.
How high is the wall?	I'm not sure. I can get that for you. There is a specific criterion for railroad tracks.
Is this the same as the existing wall?	No.
Noise has been an issue for my neighborhood from day 1. I'd like to be able to get an email with the info regarding height of the noise curtain.	We will circle back with you to confirm the height of the barrier wall.

Comments, Issues, and Questions	Response
Please note the existing sound wall is only one story tall but residential is 2-3 stories tall. A barrier closer to the BART tracks will provide a better angle to mitigate noise to the sleeping floors (second floor and third floor).	One of the reasons why the noise curtain is directly adjacent to where the construction work is happening is that it can deflect that noise sooner. The closer you put a wall to the generator of the noise, the better it operates as a mitigation mechanism. It's designed to lift noise up and over 2 nd and 3 rd stories.
Is there any means of using the existing rail to move material in/out rather than using trucking lines? It's next to the S&P lines.	<p>We've cleared the use of trucks but are doing preliminary studies to explore working with Union Pacific Railroad (UPRR) to do some soil off haul, using the facilities.</p> <p>It's worth distinguishing that right now the trucking that we're talking about is trucking for construction of the portal. What Brent just mentioned is for the trucking of the muck once tunnel operation begins. So that will be a different amount of traffic that will be generated from the trucks than what is currently being done.</p>
People are always going to be sensitive to loud construction at 3 AM. When is the hotline going live?	Yes, people are sensitive to noise in different ways. We have a hotline that our team can respond to right now during business working hours. When nighttime construction starts, we'll have a hotline that is available 24/7. So, if you do call at nighttime, someone will be able to answer and connect with construction personnel onsite. The thresholds are measured over an 8-hour average for construction noise.
So, you're saying that a human is going to answer the phone at 3 AM?	Yes; that is our commitment.
I think we went over noise receptors at some point. Where will those be placed?	We have noise monitors out there right now.
I'm jumping ahead to the upcoming engagement with Encanto and Altura; you will need to have a lot of answers ready for questions about noise. They are very concerned about that there.	Thank you for the heads up.

Comments, Issues, and Questions	Response
Congratulations on even getting a slot with Altura.	We've been in contact with them but are just trying to get a date scheduled.
Do we have a sense of whether there's a physical barrier between BART and Caltrain tracks so we can mitigate any additional train noise? I understand there are some Federal Railroad Administration (FRA) requirements when there are people within a certain distance of the heavy rail tracks. Is there any effort to try to mitigate that through physical barriers separating BART from the heavy freight railroad?	Yes, there is a fence along the entire yard perimeter that would completely separate the public outside of the entire yard facility. That's a security fence made of tight mesh with security provisions, including cameras. I also mentioned a barrier earlier which is adjacent to the trench structure which will separate the BART tracks from the UPRR tracks. It's not along the entire length, but it is along the length of the corridor that has the trench area. There is security fencing all around the BART areas, before you get to the BART tracks.
Will that prevent heavy trail users (Caltrain, UPRR, Capital Corridor, or ACE, etc.) from sounding their horns for the safety of the folks working on the safety side of the project?	Everything I was describing was permanent fencing. We currently have a fence up right now, separating our BART project from the railroad corridor. There will be various activities that will occur within the 25-foot boundary that is established for UPRR. I don't know exactly when they need to sound the train horn, but we will ask for you.
Anything to mitigate that would be great. As of today, no horn is sounded because there's nobody in that zone. It could potentially be very different if those start to sounded through the neighborhood.	Understood. The UPRR tracks closest to the facility, where the construction is happening, are essentially storage tracks. They are utilized but not on a daily basis. However, to build out the noise curtain, we will be encroaching on part of the heavy rail corridor. We don't have a specific answer for you right now, but we can check with our construction service team and get back to you.
Can you distribute your responses to these two questions?	We will mark getting these answers as an urgent priority and get it out to the whole group.
Thriving Business Program Update	
This graphic makes me think that the location of the portal has changed. What's labeled as the "Phase II Ground-Level Alignment" at the Santa Clara station is extremely close to 880; it looks	Understood. Sometimes it can confuse other people to put the portals on the map, since not everyone knows what that is. I also want to point out that this is a static map, and we will have a more

Comments, Issues, and Questions	Response
like it's going to be above-ground right there on the extension of Hamline Street. But it's now. Maybe you could improve this graphic by making it more to-scale.	dynamic map in the future that you can zoom in on and see the project features in detail.
Upcoming Meetings	
Do we have another CWG meeting on schedule?	The official one open to the public is September. Based on all the changes happening right now, we will likely have to meet before then. Once a date is finalized, we'll send out invites and calendar hold in advance so you can make time to attend. We will send out the September calendar invites shortly after this meeting.

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