

FTA, Community, and Stakeholder Engagement for Single Bore Selection

2014 VTA restarted planning efforts for Phase II with an update to Project Environmental documents

2015 **Single Bore Feasibility Study** – initiated from industry feedback, advances in tunneling, and community and public concerns regarding major impacts during construction

VTA re-initiated Community Working Groups (CWGs)

2016-2017: Single Bore Technical Studies – evaluated tunnel profile, station design, station egress and evacuation, and ventilation

DECEMBER 2016: Draft SEIS/SEIR released for public comment, including both single and twin-bore tunneling methodology

JULY 2017: VTA, BART, and City of San Jose leadership toured Barcelona’s Metro Line 9, the first single bore transit system in operation

AUGUST 2017: Independent Risk Assessment Report completed – indicated that single and twin-bore tunnels are comparable in cost

SEPTEMBER 2017: City of San Jose City Council briefing on Phase II tunneling alternatives
 » *CSJ Staff recommendation: select West DTSJ Station, North Diridon Station, single bore methodology*

Ongoing Community and Stakeholder Engagement

SEPTEMBER 2017: VTA Board Workshop on Phase II tunneling alternatives.
 » *Staff recommendation: select single bore methodology*

NOVEMBER 2017: Peer Agency Review Workshop

VTA BART Metro marta metro NEW YORK CITY TRANSIT MTA SFMTA

» *Peer Agency Opinion: single bore tunnel can be operated safely as an extension of the BART system. Depth of the station was not of particular concern for safety or passenger experience.*

2017-2018

DECEMBER 2017 TO MARCH 2018: VTA and BART Workshops to advance single bore tunnel configuration, and explore less disruptive twin-bore construction methods

APRIL 2018: VTA Board certified Final SEIS/SEIR, approved staff recommendation for single bore tunnel

APRIL 2018: BART Board approved Project description recommended by VTA staff, including single bore tunnel

2018-2020: VTA-BART ongoing collaboration to advance single bore design and track configuration

JUNE 2018: FTA issued Record of Decision (ROD) for VTA’s BSVII with a single bore tunnel

FEBRUARY 2020: Industry Forum to share Project details and solicit industry feedback

SEPTEMBER 2020: Peer Agency Review Workshop

VTA BART Metro SFMTA SOUNDTRANSIT SVCW VDOT DBIA Federal Transit Administration

» *Received Peer Agency Feedback on: scope, delivery methods, and overall approach based on lessons learned from similar large capital projects.*

Ongoing Community and Stakeholder Engagement

2020-2021

2020-2021: VTA-BART ongoing collaboration to advance single bore tunnel design and configuration

2020-2021: Initiated procurement process with Request for Industry Feedback, Request for Qualifications, and multiple one-on-ones with the contracting community

2021: BART and Agencies review of draft design of tunnel and trackwork included in the Request for Proposals for Contract Package 2 - Tunnel and Trackwork

NEXT STEPS: Collaboration with VTA, BART, and Agencies on Progressive Design Build contract

Ongoing Community and Stakeholder Engagement

OCTOBER 2021: FTA issued Letter of Intent (LOI) to fund VTA’s BSVII with a single bore tunnel

