FTA, Community, and Stakeholder Engagement for Single Bore Selection

2014

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



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)

Draft SEIS/SEIR released for public

twin-bore tunneling methodology

comment, including both single and



DECEMBER 2016:

2017

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

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

SEPTEMBER 2017: VTA Board Workshop on Phase II tunneling alternatives.

» Staff recommendation: select single bore methodology

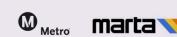
Ongoing Community and Stakeholder Engagement



NOVEMBER 2017: Peer Agency Review Workshop















» 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.



FEBRUARY 2018:

Final SEIS/SEIR released, including both single and twin-bore tunneling methodology





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

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

JUNE 2018:

FTA issued Record of Decision (ROD) for VTA's BSVII with a single bore tunnel

Ongoing Community and Stakeholder Engagement

SEPTEMBER 2020: Peer Agency Review Workshop

















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



OCTOBER 2021:

FTA issued Letter of Intent (LOI) to fund VTA's BSVII with a single bore tunnel



2



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