STATE CAPITOL
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California Legislature

March 26, 2018

Board of Directors
San Francisco Bay Area Rapid Transit District
c/o District Secretary
300 Lakeside Drive, 23rd Floor
Oakland, CA 94612

Dear Honorable Board Members:

We are writing to express our support for the Santa Clara Valley Transportation Authority (VTA) and City of San Jose's preference that the San Francisco Bay Area Rapid Transit's (BART) Phase 2 of the Silicon Valley extension through downtown San Jose be done using a single-bore tunnel design.

As you know, significant expansion to Silicon Valley of the BART system is under construction by VTA, which will result in a major increase in the BART service area but more importantly, it will create a vital link in our shared regional transportation network. VTA is responsible to construct and deliver the project in the safest and most cost effective manner. It is also VTA's responsibility as the owner of the extension to ensure that construction is the least disruptive to the surrounding community.

We appreciate the cooperative spirit you and the entire BART staff have shown in the construction of the Silicon Valley BART extension, specifically around analyzing and evaluating tunneling methodologies for the downtown San Jose Segment of the extension. However, we agree with VTA and the City of San Jose and fully support the single-bore tunnel design and believe it to be a safe, viable, and innovative alternative moving forward.

Remembering the community disruption caused by BART's earlier twin-bore tunneling in San Francisco and the East Bay provides even more impetus for VTA to consider more advanced technology tunneling methodologies. Fortunately today, such an alternative tunneling methodology exists with single-bore tunneling that provides increased operational flexibility, improved passenger experience, less disruptive construction, and most importantly, can exceed safety standards to mitigate against fire and other life-safety risks.

As part of VTA's extensive review and analysis of the single-bore alternative and accounting for adjustments to address BART's operational safety concerns, we conclude this tunnel delivery method to provide the maximum public benefit for the region and will provide BART a unique opportunity to make a more innovative approach that could prove to be beneficial throughout the system.

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In addition, we agree that the following benefits of single-bore tunneling for Phase 2 of the Silicon Valley Extension far outweighs BART's current preference to twin-bore design in the following ways:

- Utility Relocation: Twin-bore design would involve extensive utility relocation. The costs, risks, and community disruption associated with this part of the project, particularly in an older city like the City of San Jose represents a considerable cost and project schedule risk that is avoidable by using a single-bore design.
- Light Rail Impacts: The extension project crosses VTA's light rail line at both First and Second Streets. Using the twin-bore method will force a relocation and/or closure of the line at the project location, and will result in additional construction cost and have a major impact on service delivery and ridership.
- Cross Passages: In twin-bore, the cost and impact of Cross Passages are challenging and disruptive, and cannot be constructed in sufficient numbers to satisfy BART's own criteria. In single-bore, they are easily constructed and their number can be increased as needed without disruption or significant expense.
- Flexibility: The construction within the single-bore tunnel can provide significant operational flexibility in the event additional track cross overs are desired. This is not easily accomplished in the more traditional twin-bore method.

While we understand that BART currently has an operational preference for twin-bore design projects, we respectfully urge you to strongly consider the added benefits of single-bore design and continue to work collaboratively with VTA on this innovative approach for building a safe and reliable BART Silicon Valley Extension. In so doing, we are hopeful that BART will approve VTA's use of the single-bore method for Phase 2 of the Silicon Valley Extension that will prove to be a historic public transportation investment for decades to come.

Sincerely,

Assemblymember Ash Kalra
27th Assembly District

Senator Jim Beall
15th Senate District

Senator Bob Wieckowski
10th Senate District

Senator Scott Wiener
11th Senate District

Assemblymember Marc Berman
24th Assembly District

Assemblymember Kansen Chu
25th Assembly District

Assemblymember Kevin Mullin
22nd Assembly District

Assemblymember Mark Stone
29th Assembly District

Assemblymember Bill Quirk
20th Assembly District

Assemblymember David Chiu
17th Assembly District