



# **PUBLIC COMMENT**

## **Santa Clara Valley Transportation Authority Partnership Special Committee Meeting**

**August 26, 2022**

**Item 2**

**From:** [David D](#)  
**To:** [BART Board](#)  
**Subject:** Public Comment  
**Date:** Wednesday, August 24, 2022 10:59:32 AM  
**Attachments:** [Twin Bore - Twin Win.pdf](#)

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Good morning Secretary,

Please excuse this overly cautionary email. The BART Agenda instructs Public Comments shall be noted as such in the Subject: to/for this BART-VTA joint meeting Friday 8/26/2022.

As requested, it's now resubmitted under the subject of "Public Comment".

Thank you and best regards,

David Dearborn

Begin forwarded message:

**From:** David D <[ddaytond1@gmail.com](mailto:ddaytond1@gmail.com)>  
**Subject:** VTA BART twin bore independent review  
**Date:** August 16, 2022 at 4:00:29 AM PDT  
**To:** VTA Board Secretary <[board.secretary@vta.org](mailto:board.secretary@vta.org)>, BART Board <[BoardofDirectors@bart.gov](mailto:BoardofDirectors@bart.gov)>  
**Cc:** "Zanardi, Kristine" <[Kristine.Zanardi@BOS.SCCGOV.ORG](mailto:Kristine.Zanardi@BOS.SCCGOV.ORG)>, "LaSalle, Isabelle" <[Isabelle.LaSalle@asm.ca.gov](mailto:Isabelle.LaSalle@asm.ca.gov)>, [Jena.Montgomery@atkinsglobal.com](mailto:Jena.Montgomery@atkinsglobal.com)

Good morning,

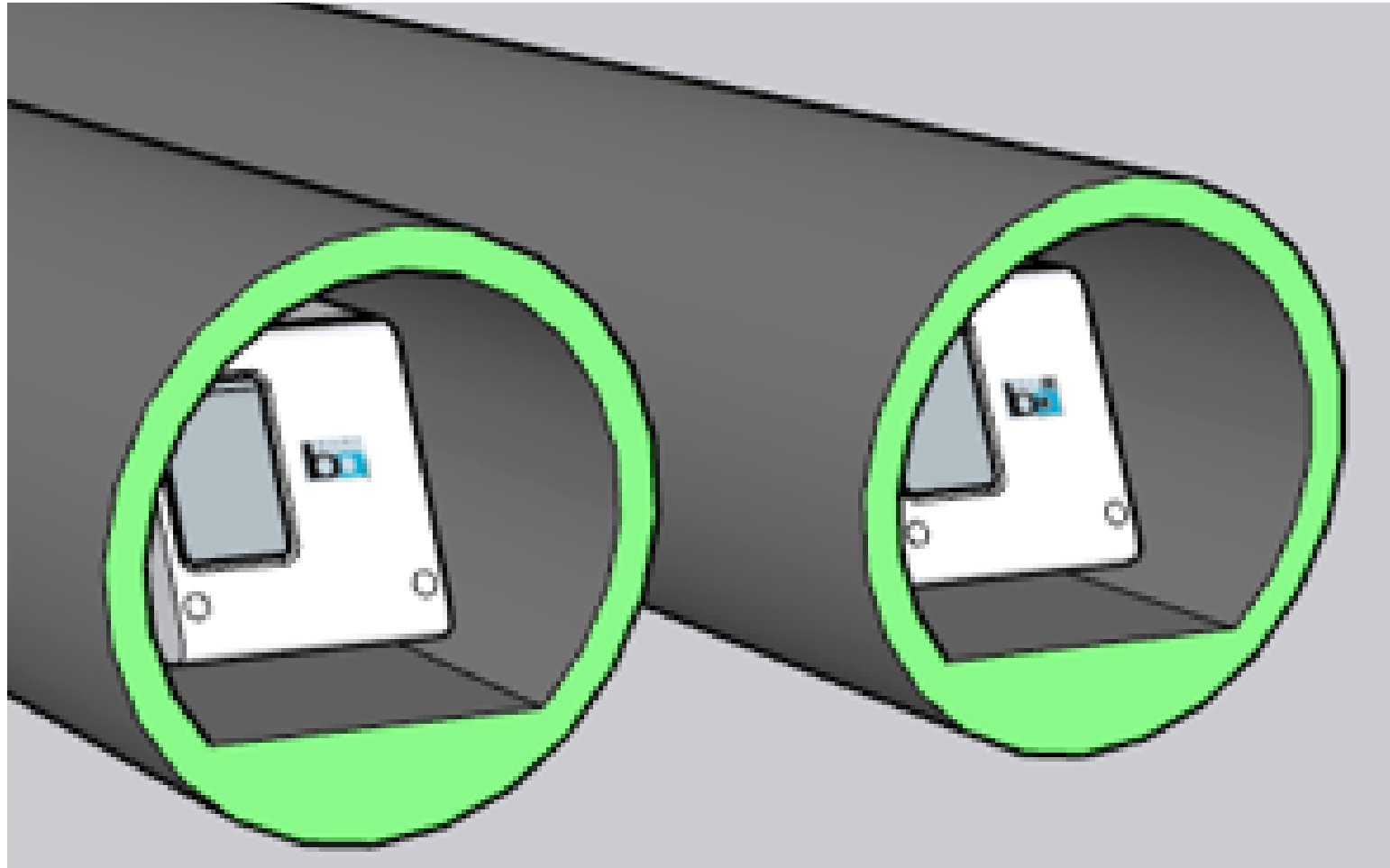
I sent you a Public Comment in the form of a short Youtube video expressing concerns and asking questions about the VTA independent review of the twin bore vs single bore design for BART through downtown San Jose; specifically about GHG contributions from design and materials content, cost, and other design features.

It has come to my attention State, Federal and and some local agencies are not permitted to open a Youtube video. However, PDF files are permissible.

Please find those public comments and questions in the PDF file below.

Best regards,  
David Dearborn

# Twin Bore - Twin Win



**It's about the planet**

# **Need for Urgency**

Race is on to fund transit and GHG reduction.

“Infrastructure, Jobs” transit

“Inflation Reduction Act” GHG reduction

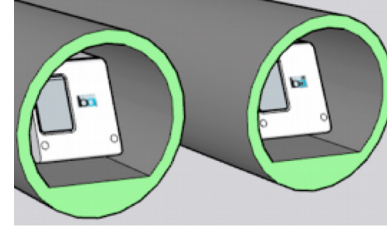
# **Twin bore advantage**

Greener construction by design - less GHG

BART delivered earlier saves GHG sooner

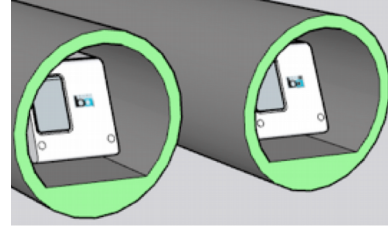
Win-Win could speed funding and more GHG

# Deliver it sooner



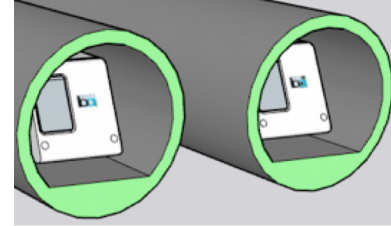
Designs ready – been done before  
Smaller TBMs have shorter lead time  
Simple tunnels – one track each  
Bore the tunnel – lay track – done  
Mined the station between tunnels  
It's not new – been done before

# Deliver it Green



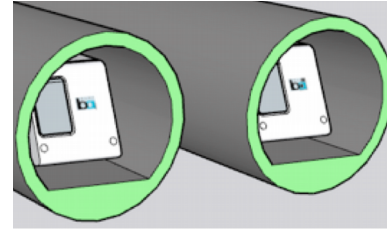
Removing only 1/3<sup>rd</sup> the soil and muck.  
Uses half the concrete and steel.  
Both huge GHG contributors.  
Saving 50,000 tons GHG.

# Deliver it for less



- Done before – designs available
- Standard boring machines cost less
- Less concrete and steel – less cost
- Less complexity – less cost
- Less cost and exposure to inflation

# Other benefits



Access to both sides of street.

More flexible design.

Improved BART compatibility.

Lower cost tunnels, track and access.

Greater user efficiency (more intuitive)



# A twin win and more

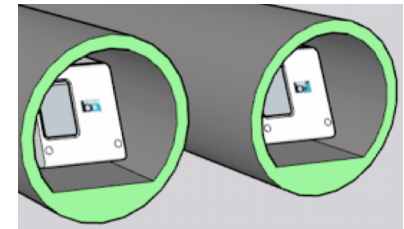
Make the planet happy

Make BART riders happy

Make Downtown happy

Make the BART Board happy

Make taxpayers happy



# Call, write, contact...

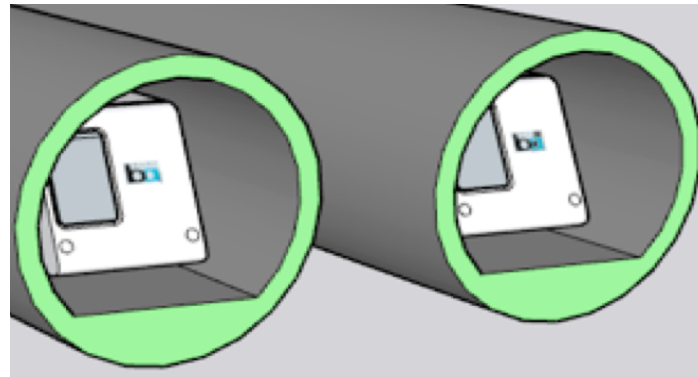
your Councilmember, your County Supervisor.

Tell them you care about climate change.

You want “smart design”; green design.

Tell them to reduce GHG for the children.

It's the right  
thing to do.



**From:** [David D](#)  
**To:** [BART Board](#); [VTA Board Secretary](#)  
**Cc:** [Shasta-Hanchett-Talk@groups.io](#); [WG eList](#); [eliyahu Kamisher](#); [Montgomery, Jena C](#)  
**Subject:** [EXTERNAL] Public Comment  
**Date:** Wednesday, August 24, 2022 4:19:13 PM

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Please publish for the Friday Joint VTA BART working committee meeting. Thank you.  
Just this week in the Euro Tunnel a second safe secure bore (tunnel) provided way to safety.

Twin Bore under San Jose offers proven separate parallel safe passage from:

- stalled or broken down train
- fire, smoke or air contamination
- tunnel leak or water intrusion
- perceived or real terrorist threat

[https://www.theguardian.com/uk-news/2022/aug/24/eurotunnel-passengers-stranded-underground-for-five-hours?  
utm\\_term=6305fdab706142d27ab13e13c1645212&utm\\_campaign=USMorningBriefing&utm\\_source=esp&utm\\_medium=Email&CMP=usbriefing\\_email](https://www.theguardian.com/uk-news/2022/aug/24/eurotunnel-passengers-stranded-underground-for-five-hours?utm_term=6305fdab706142d27ab13e13c1645212&utm_campaign=USMorningBriefing&utm_source=esp&utm_medium=Email&CMP=usbriefing_email)

Respectfully,

David Dearborn

**From:** [David D](#)  
**To:** [BART Board](#); [VTA Board Secretary](#)  
**Cc:** [Shasta-Hanchett-Talk@groups.io](#); [WG eList](#); [eliyahu Kamisher](#); [Jena.Montgomery@atkinsglobal.com](#)  
**Subject:** Public Comment  
**Date:** Wednesday, August 24, 2022 4:19:15 PM

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Please publish for the Friday Joint VTA BART working committee meeting. Thank you.  
Just this week in the Euro Tunnel a second safe secure bore (tunnel) provided way to safety.

Twin Bore under San Jose offers proven separate parallel safe passage from:

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- fire, smoke or air contamination
- tunnel leak or water intrusion
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[https://www.theguardian.com/uk-news/2022/aug/24/eurotunnel-passengers-stranded-underground-for-five-hours?  
utm\\_term=6305fdab706142d27ab13e13c1645212&utm\\_campaign=USMorningBriefing&utm\\_source=esp&utm\\_medium=Email&CMP=usbriefing\\_email](https://www.theguardian.com/uk-news/2022/aug/24/eurotunnel-passengers-stranded-underground-for-five-hours?utm_term=6305fdab706142d27ab13e13c1645212&utm_campaign=USMorningBriefing&utm_source=esp&utm_medium=Email&CMP=usbriefing_email)

Respectfully,

David Dearborn



# **PUBLIC COMMENT**

## **Santa Clara Valley Transportation Authority Partnership Special Committee Meeting**

**August 26, 2022**

**Item 4**

**From:** [Laura Tolkoff](#)  
**To:** [VTA Board Secretary](#)  
**Cc:** [Fred Buzo](#)  
**Subject:** [EXTERNAL] SPUR Comments - 8/26/22 Item 4  
**Date:** Thursday, August 25, 2022 11:54:25 AM  
**Attachments:** [VTA BART Partnership Committee 08.26.22.pdf](#)

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Good morning, Board Secretary.

Below please find SPUR's comments on agenda item 4 at tomorrow's meeting. Will these also be forwarded to the BART members?

Thank you!

Laura Tolkoff, AICP (she • her)  
Transportation Policy Director | [SPUR](#)  
[ltolkoff@spur.org](mailto:ltolkoff@spur.org)

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August 25, 2022

*Sent electronically*

Re: Agenda Item 4 – Other Collaboration Efforts

Dear Members of the Joint VTA- BART Working Committee:

SPUR is a long-time supporter of BART Phase II and we believe it is a critical project to the region. Earlier this year, we expressed our concerns about the impacts of the project's designs for the downtown and Diridon stations on customer experience; integration with and ability to maximize transit-oriented development, as well as the cost and risks associated with the project construction methods.

We are deeply invested in this project's success, and have spent many hours working with VTA, BART and the City of San Jose on the station refinements task force to ensure the best possible project gets built. **We commend the VTA project team, which has taken our concerns seriously and developed new ideas that would, if advanced, improve the project significantly.** These refinements include: (1) adding station entrances on both sides of Santa Clara Street and (2) changing the shape and size of the primary headhouses.

**We strongly recommend making sure this project includes at least two entrances at both the downtown and Diridon stations. These entrances should be located on both the north and south sides of Santa Clara Street. Ideally these entrances will be located at the ends of the platforms to expand access both east and west. We also strongly recommend changing the shape of the head houses, especially at Diridon Station, so the sites can more easily accommodate transit-oriented development.**

**This is the way BART and almost all other urban rail systems are built, and with good reason: it is the best way to design them.** Multiple station entrances are fundamental to the basic functioning of good mass transit systems, both for passengers and for operators. A project that costs this much must get the basics right.

These refinements, if approved, could offer several significant benefits, including:

- Making more space available for transit-oriented development, which would put more people - more potential riders - in walking distance to BART.
- Creating more and better connections between BART and other modes at Diridon Station.

- Creating more and better stations that make it easier and more intuitive for passengers to access as part of their natural path of travel, instead of switching directions multiple times.
- Improving operational flexibility for maintenance and more efficient passenger boarding.

**To continue on this positive path, we request that:**

- The VTA and BART Boards direct staff to continue assessing the feasibility and to determine the critical path needed to deliver these improvements.
- The VTA and BART Boards work with staff to develop the list of possible changes that might require an environmental update and/or additional FTA review, so that this information can feed into an evaluation of refinements.

We recognize that VTA must carefully balance the goals of achieving better passenger experience and transit-oriented development with implementation factors, such as cost, time and schedule, but hope that the needs of passengers will take precedence. A customer-centered approach will lead to the best possible project.

Thank you for your ongoing leadership on this important project.

A handwritten signature in black ink, appearing to be 'LT' or 'Laura Tolkoff', with a long horizontal stroke extending to the right.

Laura Tolkoff  
Transportation Policy Director