

April 29, 2010

Gary Kennerly,
SJ-Merced Regional Manager
California High Speed Rail Authority

Dear Gary,

Attached is Voices of San Jose's submission of a Shallow Station alignment through the Diridon Station Area. In addition to alignment specifics, the paper includes a discussion of the interface with the complex planning environment that constitutes the Diridon Station Area. Appended are excerpts of technical documents from BART/SVRT and Caltrans for I-280.

The Shallow Station alignment was developed in response to significant technological, timing, and financial concerns about a deep-mined station revealed at the March, 2010 community meeting. Loosely based on our earlier 5100 m submission, this alignment uses a shallow cut and cover station that would straddle a lowered BART/SVRT station and slide under I-280 just west of I-280 / SR-87 interchange. Our engineering consultants suggest that relatively modest modification to a single freeway connector would allow shallower depths under the freeway than previously thought.

The attached design documents are somewhat conceptual; they do not reach parcel detail. The uncertainty about a possible Major League Baseball stadium drove this decision. While the alignment works in the presence of the stadium, the additional degrees of freedom for design without a baseball stadium would simplify the interface with Los Gatos Creek.

In light of the unknowns about the baseball stadium, we wonder whether the EIR process might go forward with a single "best" underground alignment in a somewhat conceptual form. Most impacts, concerns, and benefits would be unchanged by modest alignment modifications. We do not wish for early elimination of an alignment with potential due to a lack of time to analyze minor modifications resulting from baseball station design changes.

The success of CaHSR and the Diridon Station Area depends on the synergistic collaboration and cooperation of multiple constituencies. Community members expect our government agencies to abandon the traditional silo approach and work together to find a best solution, working as though they were a single agency, optimizing the use of taxpayer funds.

This Shallow Station design offers opportunities for CaHSR and BART/SVRT to collaborate and potentially attract additional Federal funding dollars due to its coordinated and integrated design. It holds out the potential for an earlier completion of BART/SVRT leading to a more fully integrated transit system—the ultimate goal of all of these projects and their sponsoring government agencies.

Please call or email if you have any questions. We look forward to seeing you next week.

Sincerely,

Jean Dresden
Director

cc. David Dearborn, Project Manager