

An aerial map of San Jose, California, with a highlighted rail route in red. The route starts from the bottom left and curves towards the center-right of the map. The text is overlaid on the map.

High Speed Rail Underground Through San Jose In The Project Level EIR

**Faster
Cost Effective
Best for San Jose**

**Position of the
San Jose Downtown Business and Neighborhoods Coalition**

San Jose Downtown Business and Neighborhoods Coalition

- San Jose Downtown Association
- San Jose Silicon Valley Chamber of Commerce
- Shasta Hanchett Park Neighborhood Association
- Willow Glen Neighborhood Association
- Market Almaden Neighborhood Association
- Burbank/Del Monte Neighborhood Action Coalition
- San Jose Downtown Residents Association
- Rose Garden Preservation Neighborhood Association
- Delmas Park Neighborhood Association
- Newhall Neighborhood Association
- Greater Gardner
- College Park Neighborhood Association

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- 1) Problems with aerial
- 2) Underground; benefits of tunnel
- 3) Why tunnel option in the EIR

Gardner Neighborhood



Tamien



Alma near Tamien



Santa Clara St.

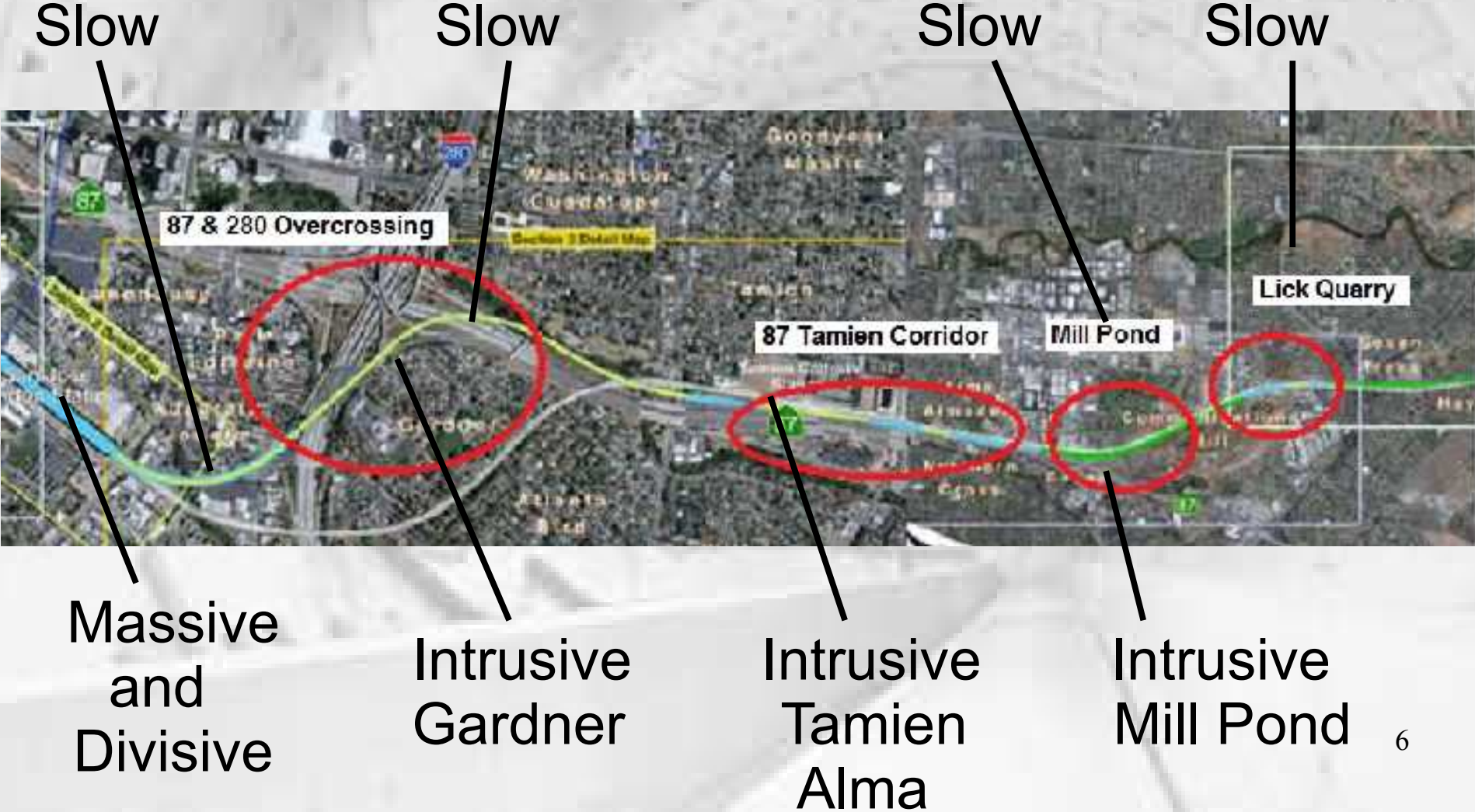


Aerial is not the only way to San Jose.

Problems with Aerial

- Freezes development 15+ years
- Aesthetics key to attracting workforce
- Attracts anti-social behavior
- Viaducts might sink like Taiwan's
- Seismic concerns on elevated curves
- Blocks and divides communities
- Noise in increasingly dense urban area
- Massive property takes required
- Graffiti/maintenance/blight issues
- Antithesis of good urban design

Aerial Design Issue Bigger Than Downtown





Does anyone miss the Embarcadero Freeway?



“Aerial ONLY” in the EIR

- Casts pall over Diridon and Downtown and along aerial right of way
- At what cost to economic development?
- At what impact on property values, tax revenue and the city's general fund?
- For how many years?

About Underground

- Constructible
- Proven operational
- Cost closer to aerial
- Better for San Jose
- More long term economic benefits

San Jose Soils Work

- San Jose soils well suited for boring tunnels.
- Soils below BART station can be mined
- Proven and tested in San Diego and elsewhere
- No negative impact on hydrology
- Drinking water not affected

Why This Soil Works

- 65 to 100 ft below Diridon is predominately dense packed clay, silt and sandy clay⁽¹⁾
- In the upper soils or water table zone, above deep protected drinking water
- Typically 10-20% moisture by weight⁽²⁾
- Moisture, plasticity and CPT⁽³⁾ tests indicate clays are moderately pre-consolidated⁽⁴⁾⁽⁵⁾

(1) Silicon Valley Rapid Transit Project, 9/23/2005 Geotechnical Data Report,

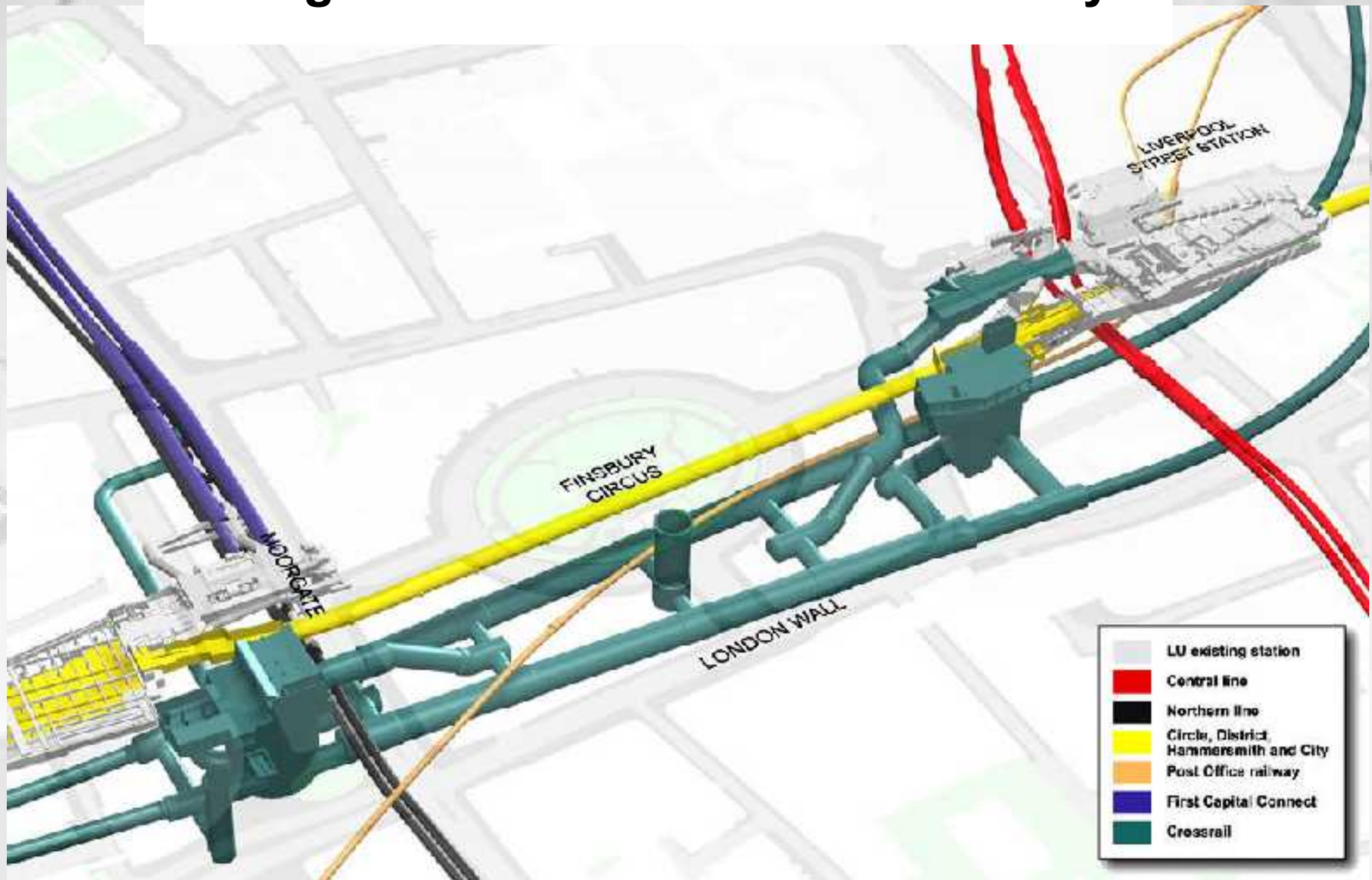
(2) SVRTP, 9/23/2005 Geotechnical Data Report, Table 8-13, page 91

(3) Cone Penetration Tests

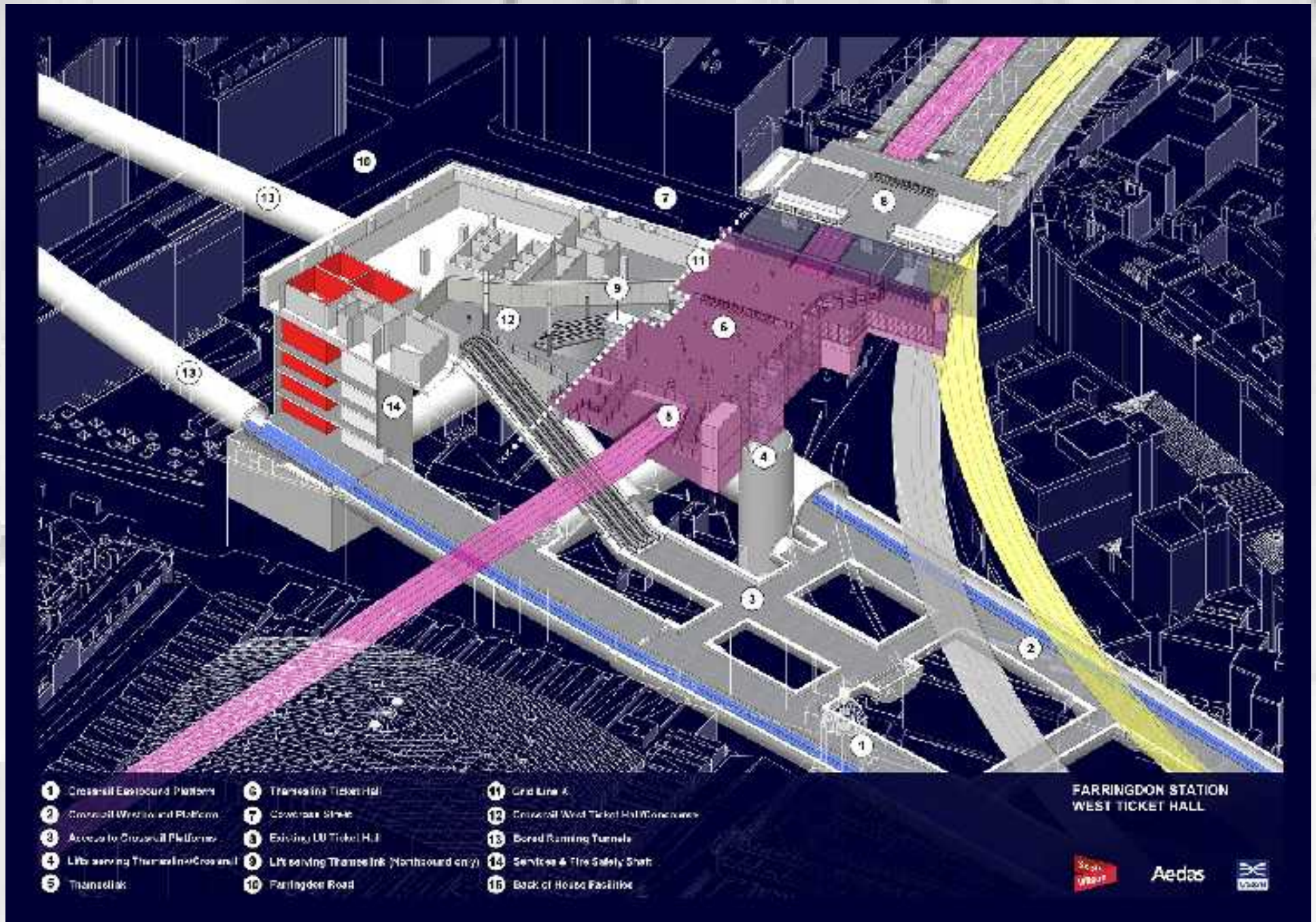
(4) SVRTP, 9/23/2005 Geotechnical Data Report, page 71

(5) Compact, less moisture, more stable due to time and pressure

2-track/ 2-platform station works Designed for 24 trains /hour each way.



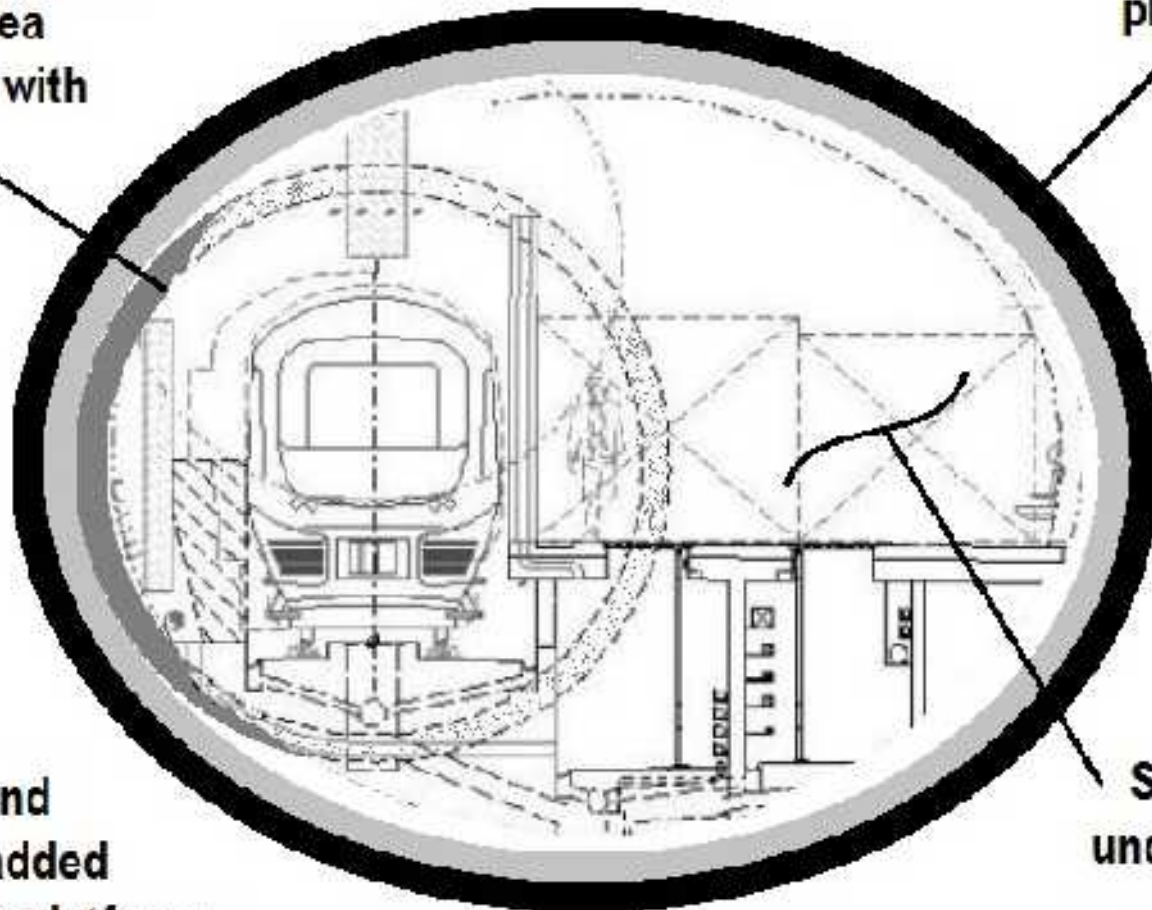
BART - HSR Integration



Station Construction

First a tunnel is bored through the station area complete with lining.

Next the station cavity is opened and locked in place using steel and sprayed concrete.



Soil is remove by rail underground; not over surface streets and through neighborhoods.

Last, the final seal and lining are added and station platform and facilities are completed.

Benefits of Underground

- Unlocks 15+ year freeze on value and use
- Maximizes Diridon Area for future development
- Creates more station-area assessment funding
- Encourages private investment above tunnels
- Urban twin tunnel more cost effective
- Allows high speed through San Jose
- More efficient BART–HSR connectivity
- Improves urban quality of life
- Reduces seismic concerns
- World-class design for state's 3rd largest city

Rail line's legal troubles

Bay Area

On the Peninsula, the cities of Palo Alto and Menlo Park and citizens groups have filed two lawsuits in a fight against plans for a segment of the line there.



Central Valley

Kings County officials are preparing legal objections to a draft environmental study, particularly plans to run a 100-mile stretch of track through prime farmland.

Proposed high-speed rail route

Antelope Valley

Officials in Palmdale (Los Angeles County) have gone to court in an effort to keep a planned Antelope Valley line through the city rather than along Interstate 5.

Parting Thoughts

- Aerial alignment has many serious problems
- U.S. bored tunnels cost are dropping
- U.S. skill base is expanding rapidly
- Tunnel technology continues to improve
- Mined station construction in San Jose possible
- HSR will not reach San Jose for 20 or more years
- Taiwan aerial viaducts sinking in soft soil
- San Jose underground can be built

Next Steps

- City DOT perform independent analysis of soils
- Determine true timeline for San Jose alignment decisions
- Perform independent study of economic impacts on both aerial and underground alignments
- CHSRA formal response to the negatives on aerial
- Study high speed Caltrain service to San Jose (Blended System)