



August 16, 2024

San José City Council Study Session



METROPOLITAN
TRANSPORTATION
COMMISSION



Redesigning San José's Diridon Station

- **Share Progress**
- **Develop Understanding**
- **Engage our Community**

Agenda

- **Transformational Potential of Diridon Station**
- **Station Planning & Alternatives**
- **Station Governance**
- **Next Steps**

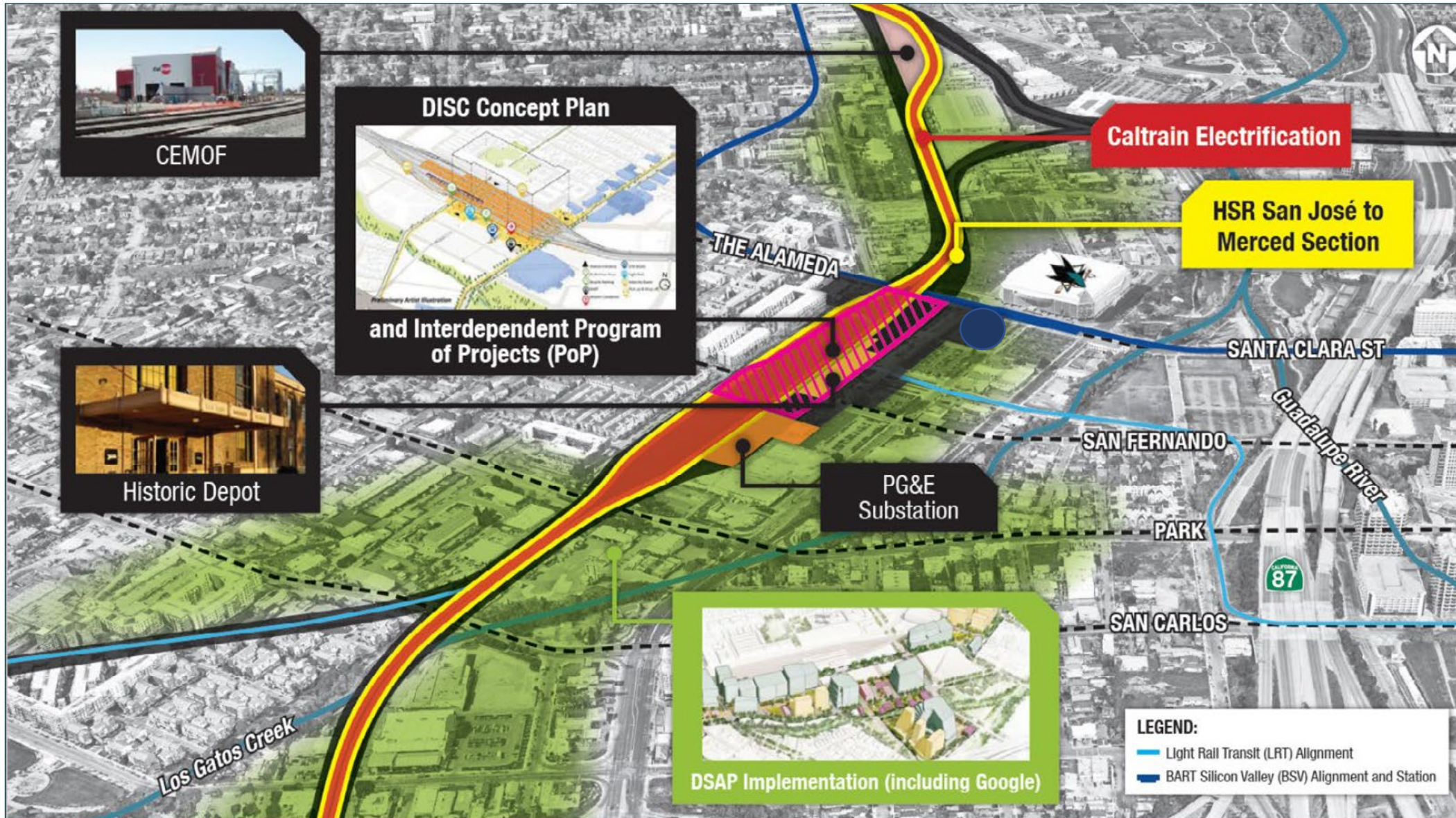
Transformational Potential

Why San José Diridon Station?



- Most intersecting services in the Bay Area
- Most significant growth in the region through 2050
- Planning for an approximate eightfold increase in passengers over pre-pandemic levels

Diridon Station Area and Transportation Projects



Caltrain Electrified Service – Starting September 21, 2024



Get There Faster

Express from
SF to SJ in
under an hour



Ride More, Wait Less

20% more train
service



First Class for Everyone

Smoother, quieter
experience

Free Wi-Fi



Clean and Green

Cleaner air

Quieter trains, both
onboard and off

Shrinking the State with High-Speed Rail

Today
60 mph by car



San Jose <> Fresno
60 minutes

Tomorrow
220 mph by HSR



San Jose <> Los Angeles
2 hours 30 minutes

Bakersfield <> Los Angeles
60 minutes

California High-Speed Rail

- 119 miles under construction; first construction package (22 miles) substantially complete
- Extensions to Merced and Bakersfield, track and systems, and stations under design
- Trainset procurement under way
- San Francisco to Los Angeles (463 miles) fully environmentally cleared
- Over \$3 billion in new federal investments in last 12 months
- More than 13,500 construction jobs and over 840 small businesses employed to date

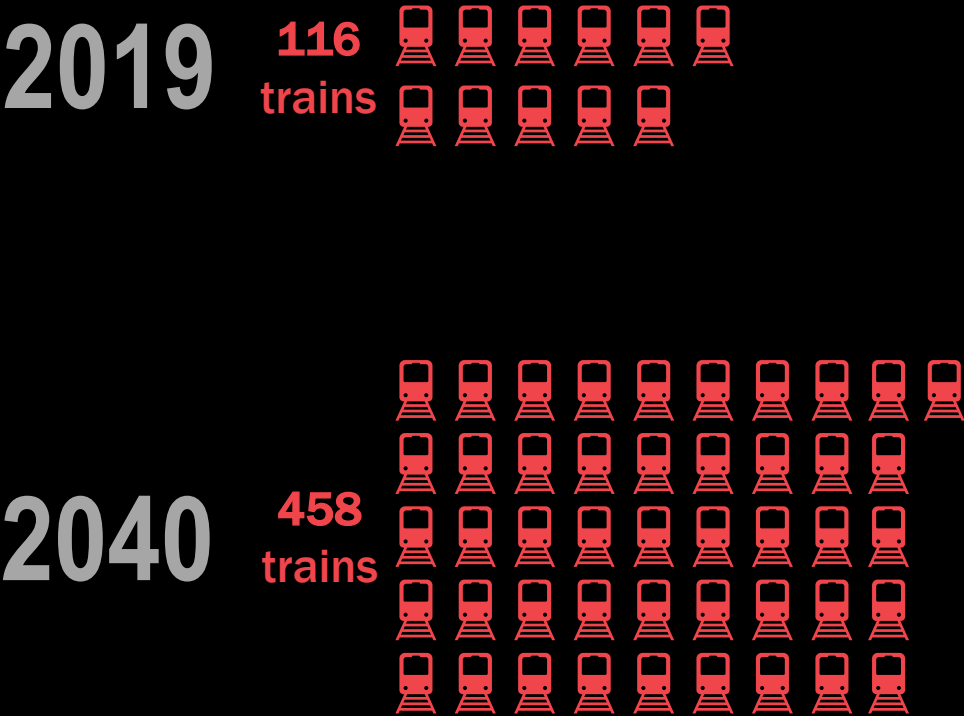


Planning for Future Service – Daily Rail Service

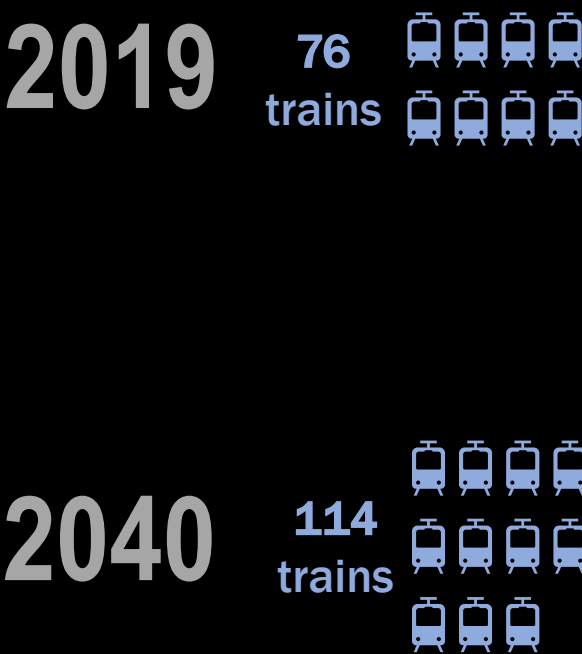


Intercity + Commuter Rail

Light Rail



395% increase



150% increase

Planning for Future Service – Daily People Trips



DIRIDON

2019

17k



2040

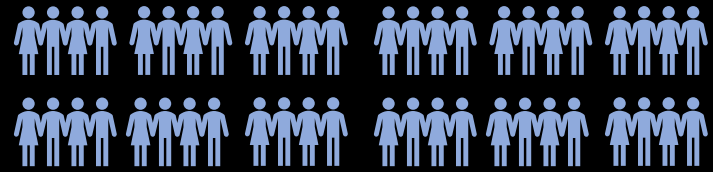
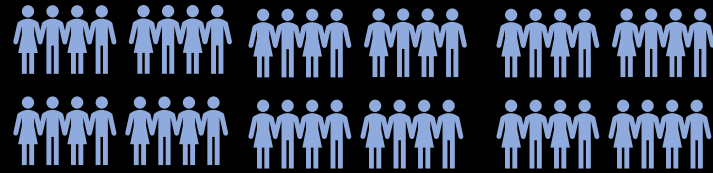
100k +



SFO

2019

145k







Amsterdam



- Transportation projects are “urban” (city-building) projects
- Aim big and bold
- People-centered design
- Seamless intermodal connections
- Design from the tracks out



Diridon Station Planning & Alternatives

Diridon Station Area Planning & Engagement

2009

Diridon Station Area Good Neighbor Committee (GNC) established.

2009–2010
22 Committee meetings held.

2011

Diridon Station Framework for Implementation adopted.

2014

Diridon Station Area Plan (DSAP) adopted.

2018

Diridon Station Area Advisory Group (SAAG) convened.

Community engagement process.

2018–2021
SAAG continued to meet to review and provide input.

2019

Amendments initiated to the 2014 Plan.

2021

City Council Approval of the Amended Diridon Station Area Plan (this Plan).



Planning the future of the Diridon Station Area

Fall 2020

This fall, the City is seeking your feedback on several projects proposed within the Diridon Station Area. Please join us at one of the virtual events to ask questions and share your thoughts. You can also submit comments online or by email.

Learn more, provide input, and sign up for email updates at: www.diridon.org/

We want your input on these topics!

- Design guidelines and development standards
- Open space plans (parks, trails, and public spaces)
- Transportation improvements
- Affordable housing and community stabilization
- Job training, education, and small business support
- Environmental sustainability
- Social equity

Additional engagement opportunities related to the Downtown Transportation Plan at www.diridon.org/

Details on the Downtown West Project at www.diridon.org/

Google's project page with a digital engagement exercise at www.diridon.org/

Diridon Engagement Calendar of Events

Oct 29 | 7:00 PM
Small Business Collective
Santitas Muffins, Business Code Launch

Nov 10 | 5:00 PM
Virtual Open House on the Diridon Station Area
Trinity Episcopal Cathedral

Nov 13 | 12:00 PM
Travels, Walking, and Biking in the Diridon Station Area
Friends of Calabre

Nov 18 | 5:00 PM
Parks and Recreation Commission (Downtown West)
City of San Jose

Nov 21 | 6:00 PM
Community Meeting: Draft Amended Diridon Station Area Plan (DSAP) and the Draft Affordable Housing Implementation Plan
City of San Jose

Nov 4 | 6:00 PM
Historic Landmarks Commission
City of San Jose

Nov 12 | 5:00 PM
Virtual Open House on the Diridon Station Area
Trinity Episcopal Cathedral

Nov 13 | 1:00 PM
Resident Callouts
SOMOS Muffin

Nov 21 | 6:00 PM
Community Workshop for Artistic Creations
Catalina St. San Jose (San Jose Arts Advocates)

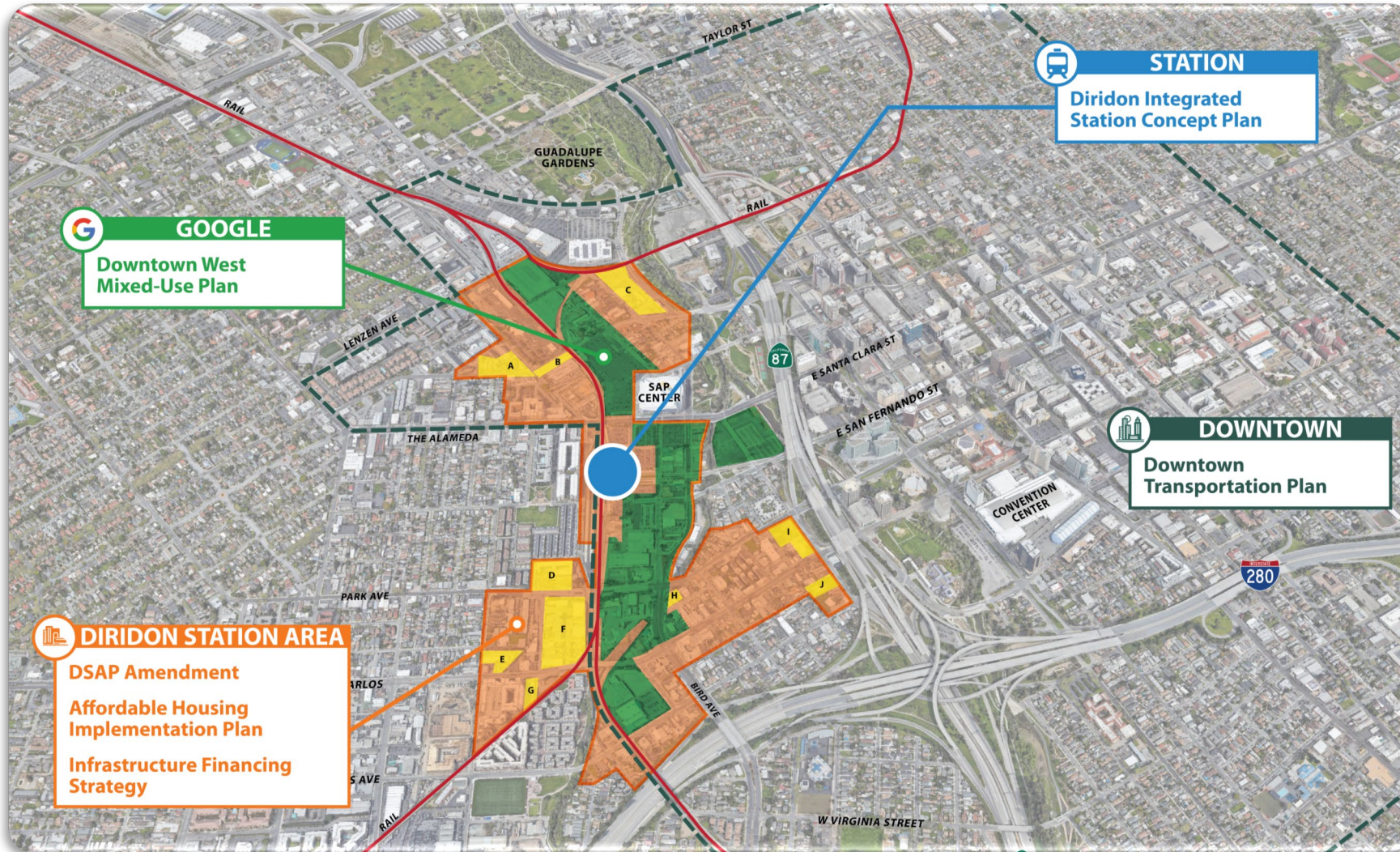
Dec 2 | 6:00 PM
Planning Commission Study Session
City of San Jose

Dec 3 | 6:00 PM
Diridon Station Workshop
San Jose

Event details are subject to change. Visit www.diridon.org/ for the latest information and to access the virtual meetings.



Maximizing Development Around the Station



DIRIDON STATION LOCATION
WITHIN SAN JOSÉ

LEGEND

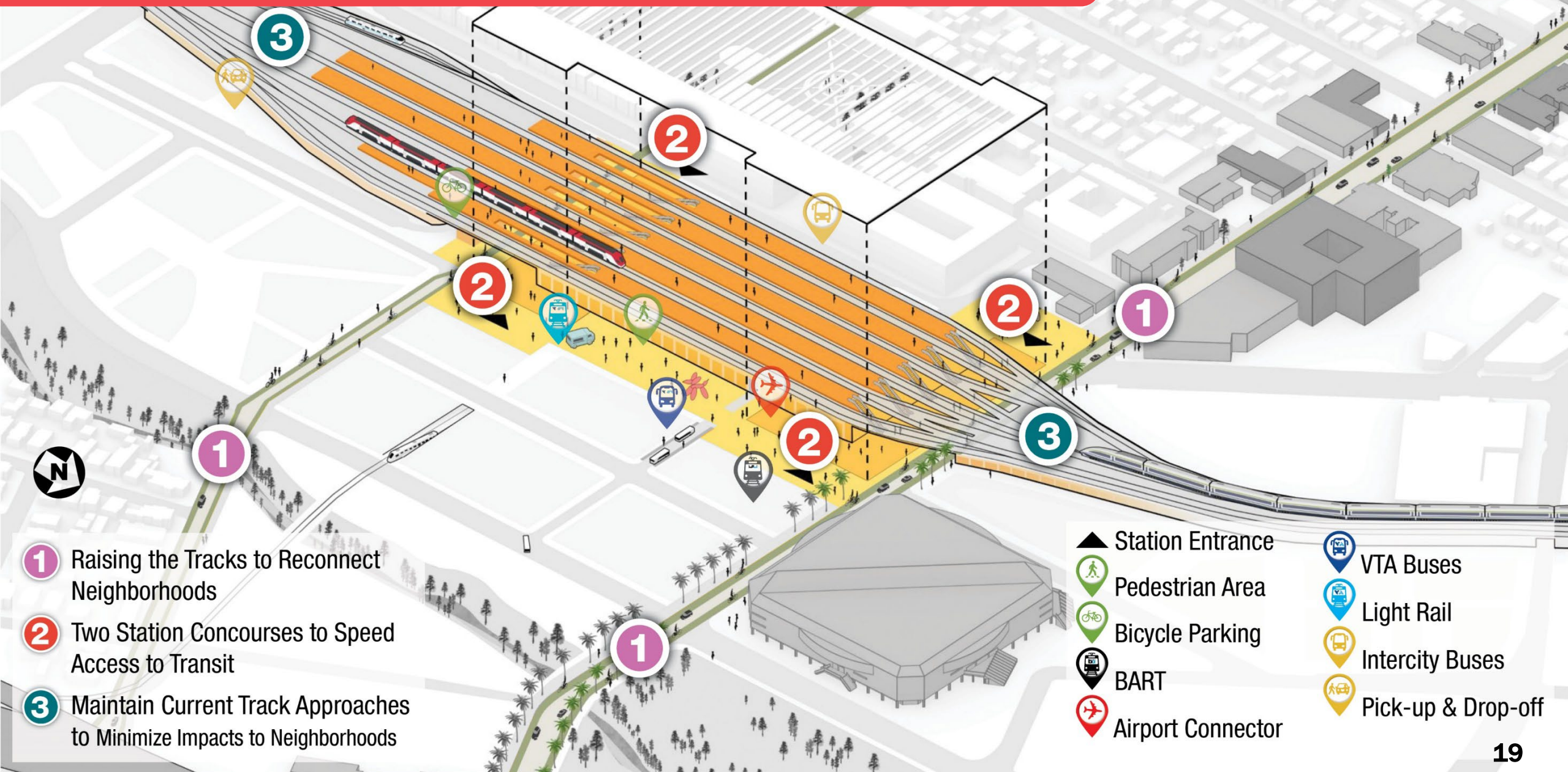
- Existing Heavy Rail Tracks
 - - - Downtown Transportation Plan Boundary
 - Diridon Station Location
 - Diridon Station Area Plan Boundary (2014)
 - Google Project Site
 - Other Private Development Projects
- | | |
|---|---|
| A | Julian/Stockton Housing + Retail |
| B | 292 Stockton Ave Hotel + Residential |
| C | Akatiff Offices |
| D | 777 Park Ave Affordable Housing |
| E | 777 W San Carlos Mixed Use |
| F | Dupont Village + McEvoy GPA Residential |
| G | 750 W San Carlos Residential |
| H | Lorraine Mixed Use + Montgomery 7 Residential |
| J | Park Delmas Residential + Retail |
| I | Delmas Apartments |

Diridon Station Concept Layout Planning & Engagement



The Concept Layout: Three Primary Decisions

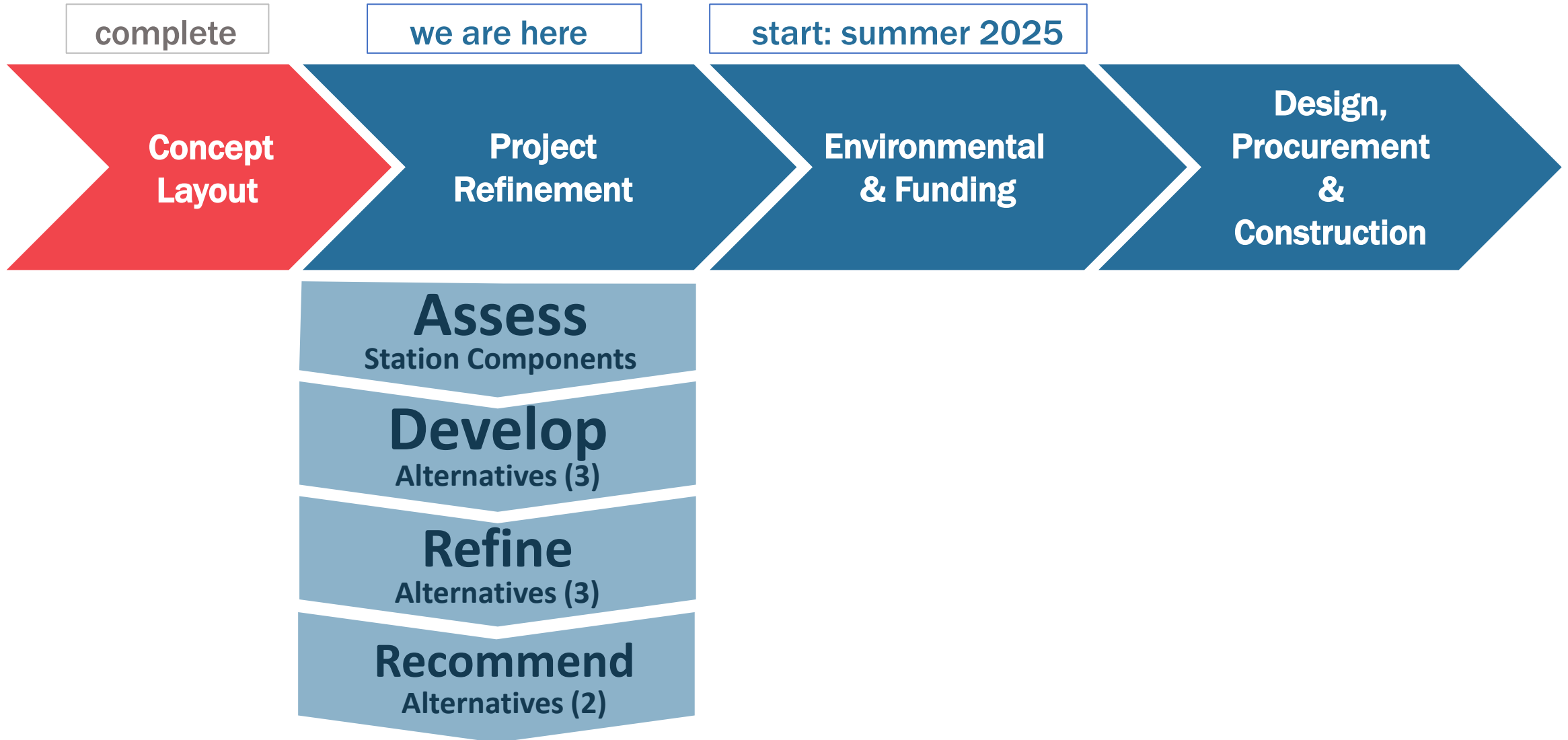
Preliminary Artist Illustration



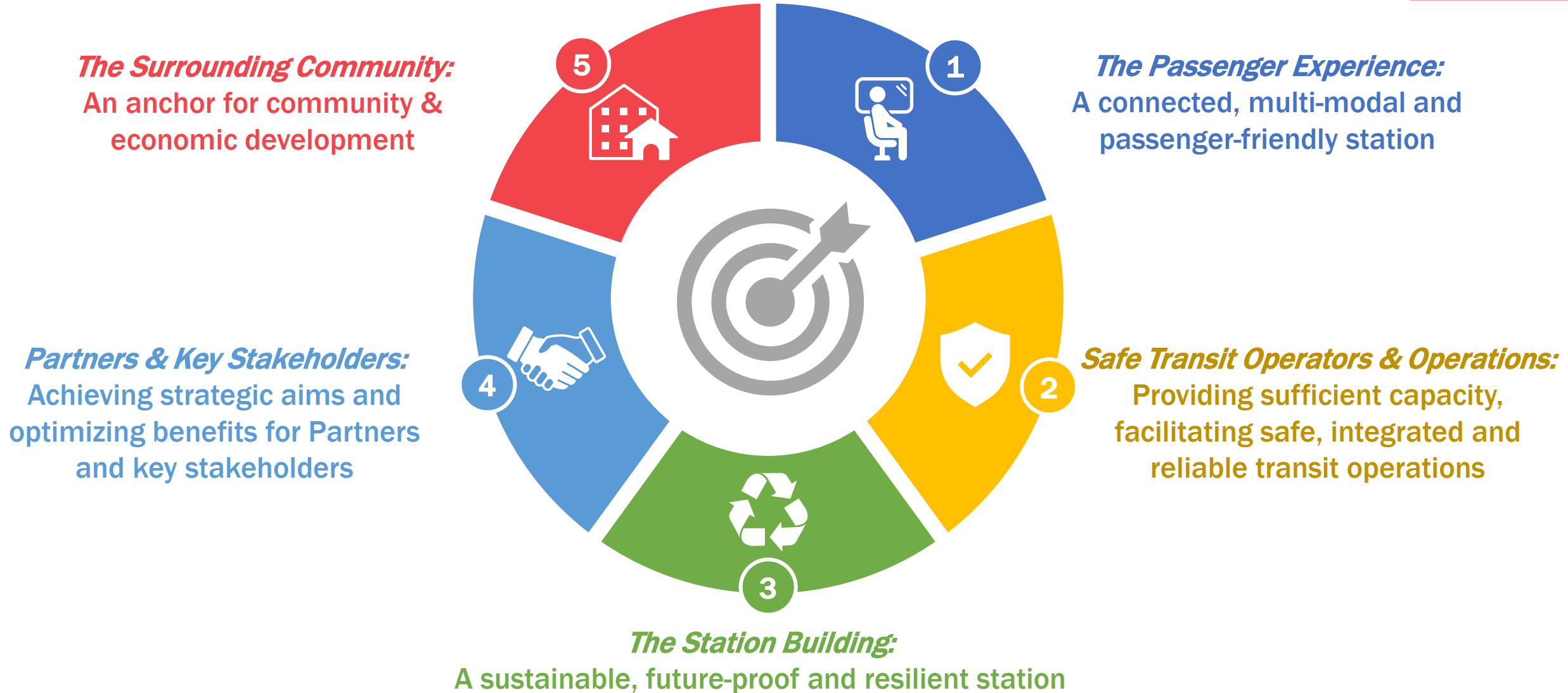
- 1 Raising the Tracks to Reconnect Neighborhoods
- 2 Two Station Concourses to Speed Access to Transit
- 3 Maintain Current Track Approaches to Minimize Impacts to Neighborhoods

- ▲ Station Entrance
- Pedestrian Area
- Bicycle Parking
- BART
- Airport Connector
- VTA Buses
- Light Rail
- Intercity Buses
- Pick-up & Drop-off

From Concept to Construction



Goals



Station Alternatives

- At Grade Tracks
- Elevated Tracks



Similarities

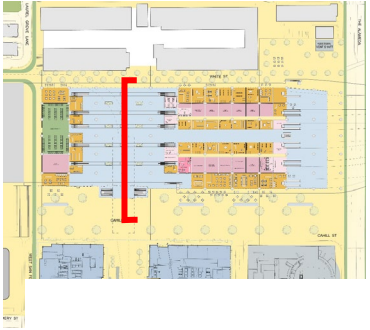
- Tracks & Platforms
- Station Layout & Connections
- Passenger Experience
- Station Boundaries
- Maintenance Facilities

Differences

- Grade Separations & Connectivity
- Visual Impacts
- Construction Cost & Complexity

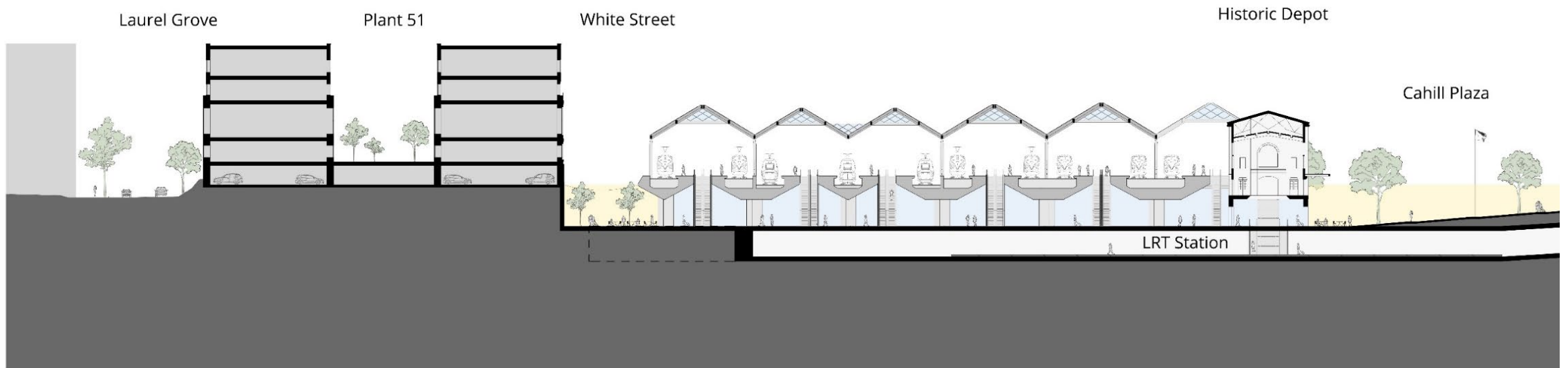
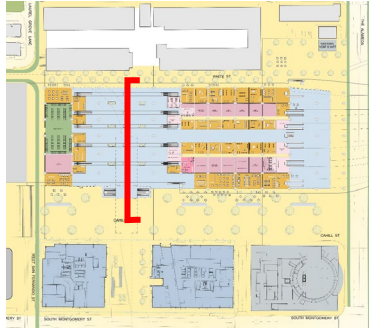
Existing Section

Looking North Through Southern Concourse, Historic Station



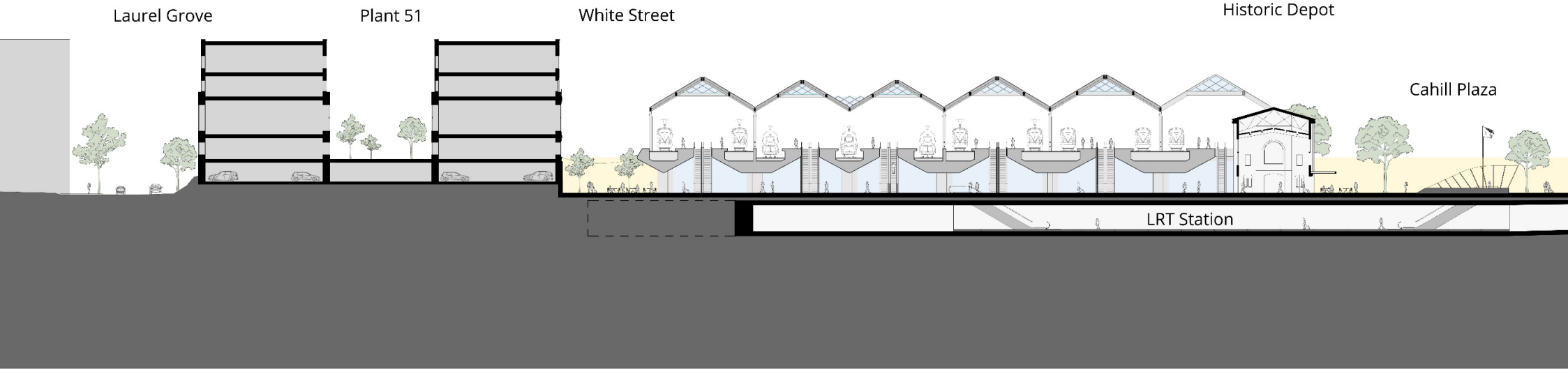
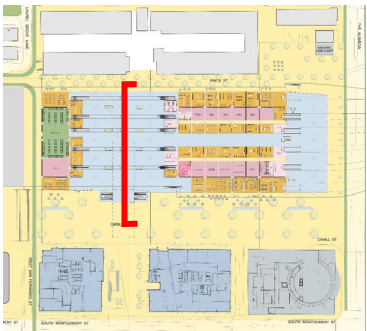
At-Grade Alternative

Looking North Through Southern Concourse, Historic Station

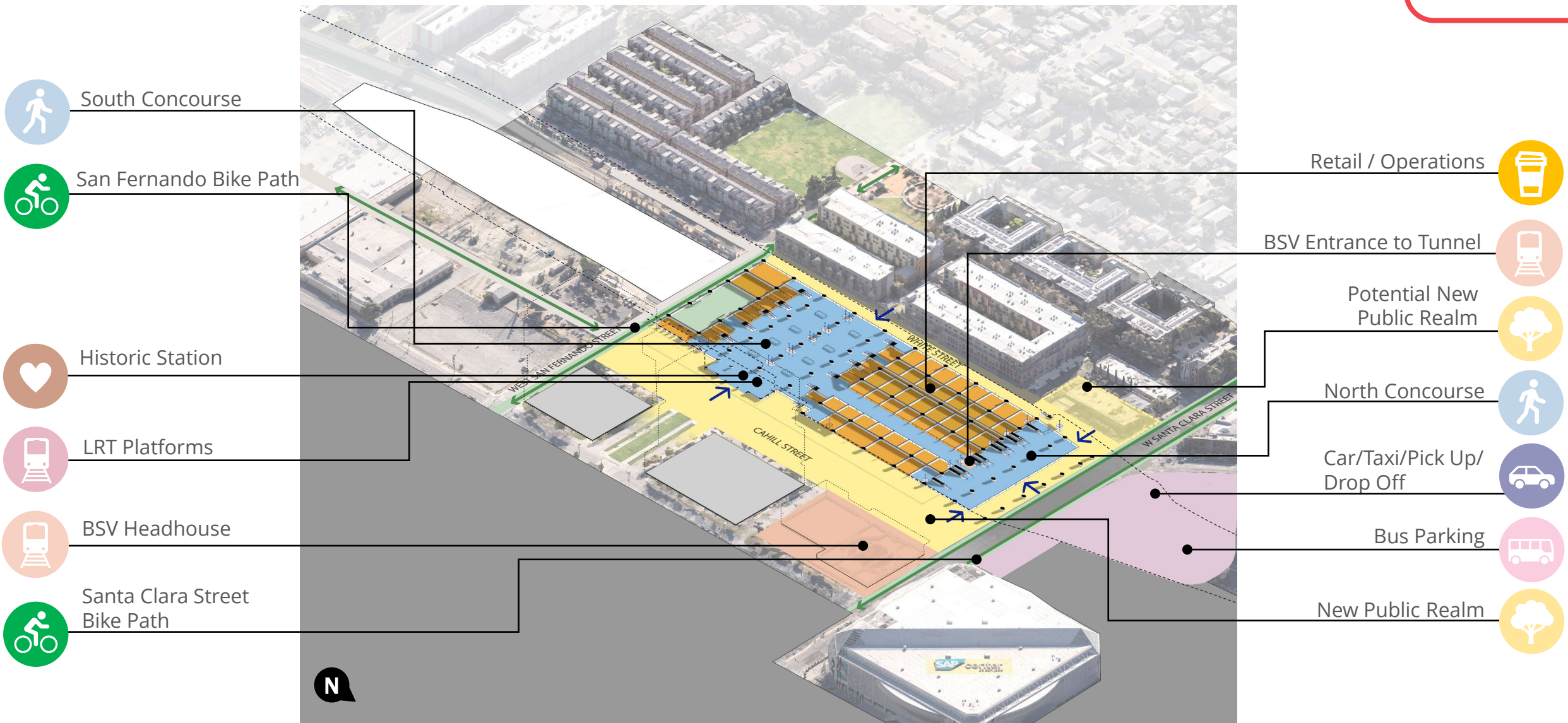


Elevated Alternative

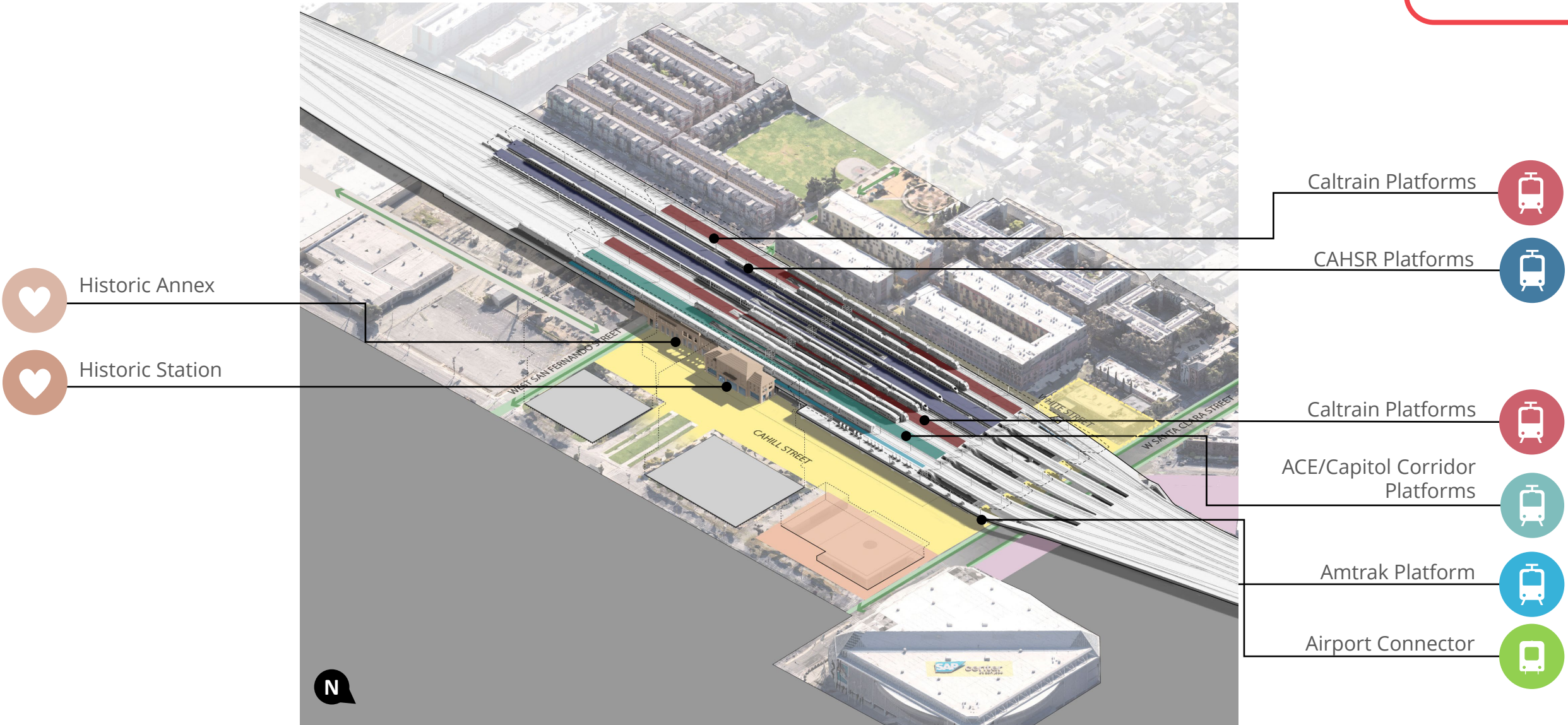
Looking North Through Southern Concourse, Historic Station



Concourse Level

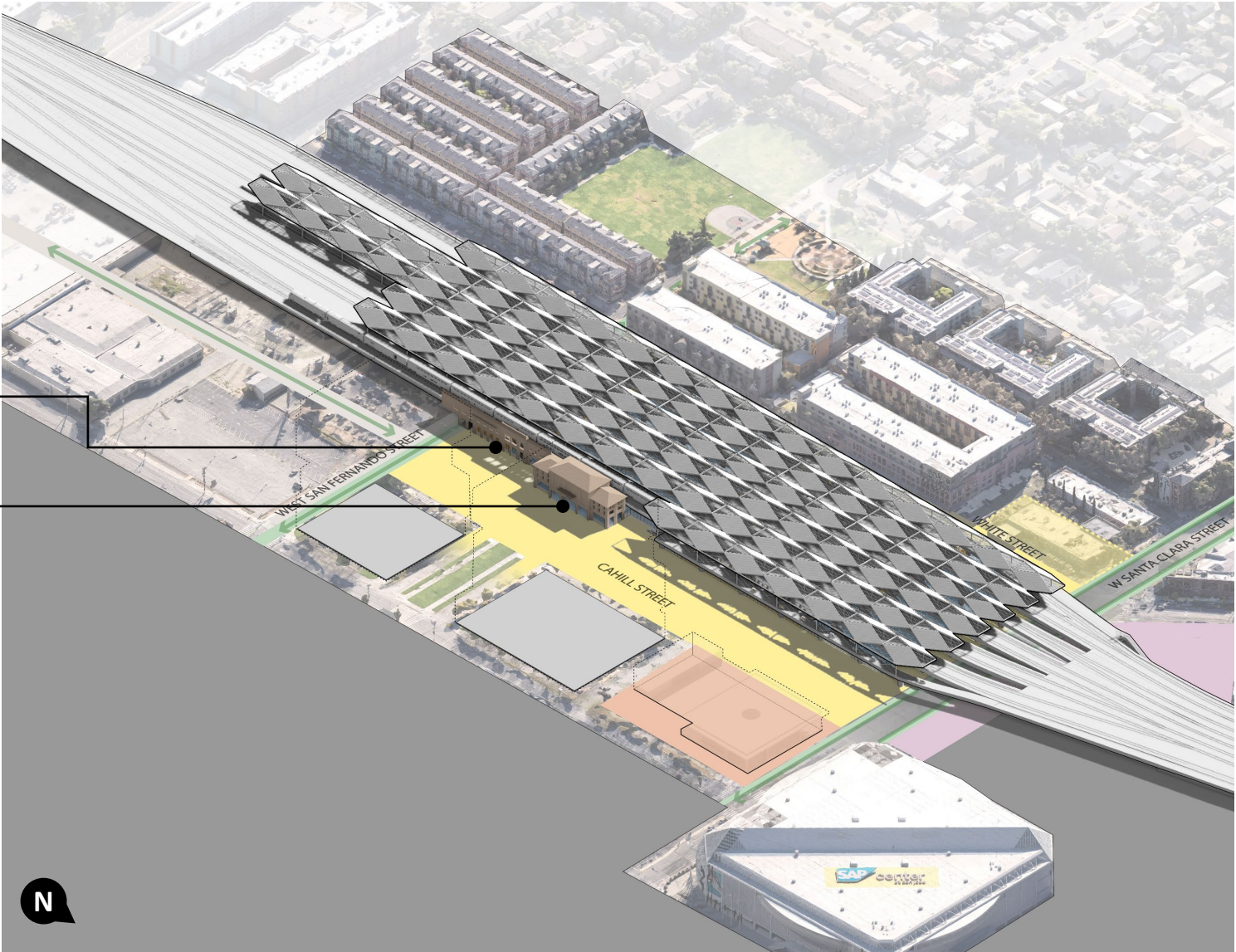


Heavy Rail Platform Level

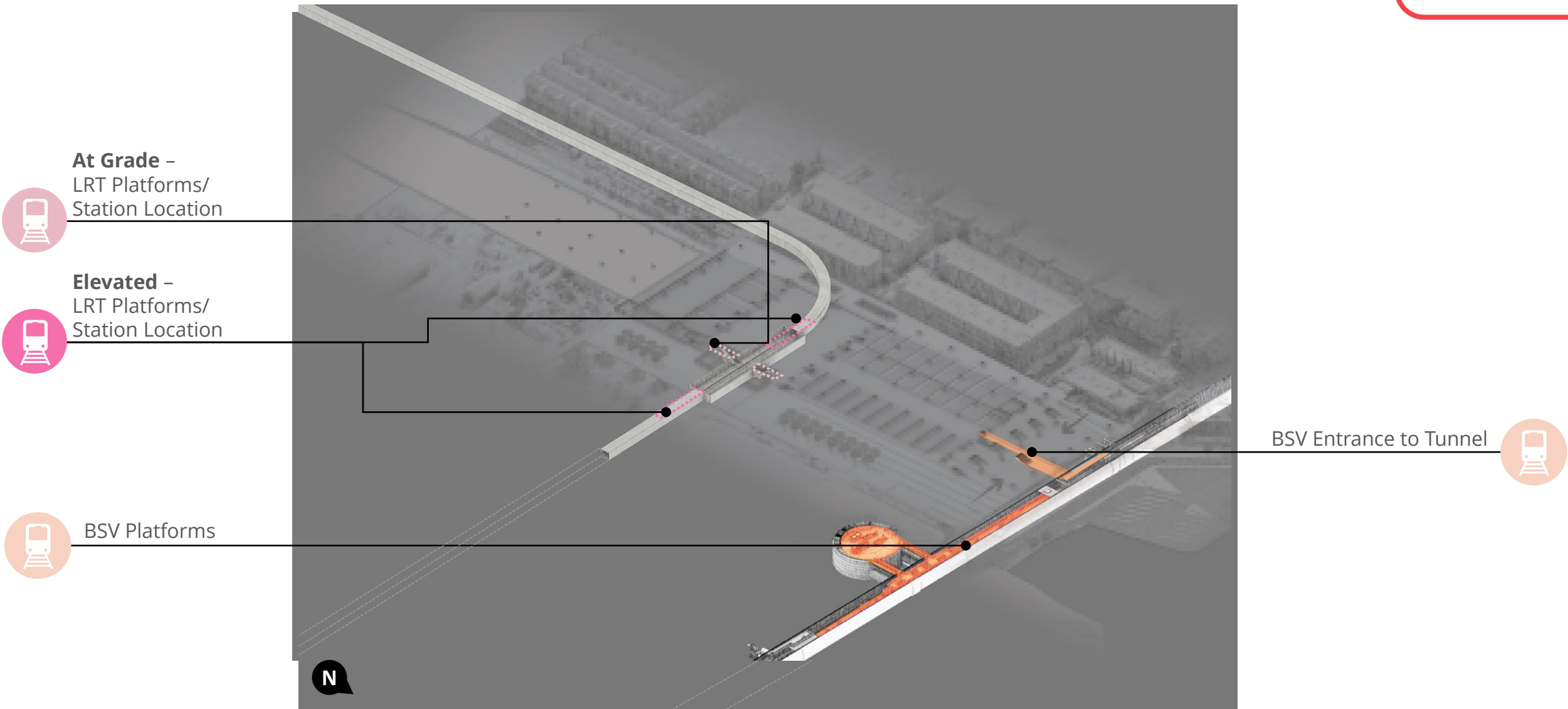


Roof Level

- Historic Annex
- Historic Station



Below Concourse – Light Rail + BART SV Connections



At-Grade Tracks, Recessed Concourse



Elevated Tracks, Concourse At-Grade



View Looking West towards Cahill Plaza from the SAP Center on Santa Clara Street

At-Grade Tracks, Recessed Concourse



View Looking South Towards Cahill Plaza from Santa Clara Street

Elevated Tracks, Concourse At-Grade



At-Grade Tracks, Recessed Concourse



View Looking East towards White Street from Whole Foods on Santa Clara Street

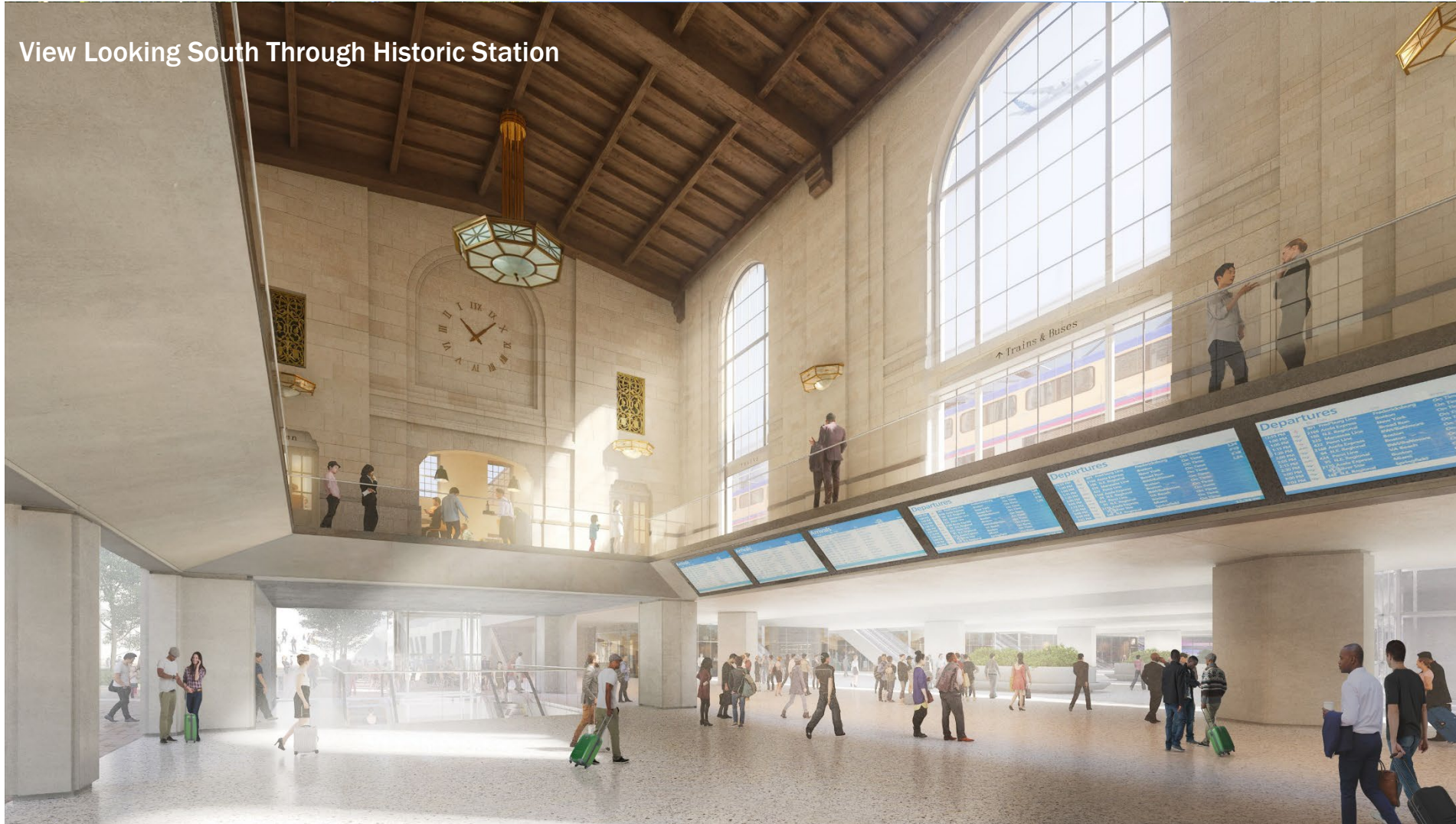
Elevated Tracks, Concourse At-Grade



View Looking East towards White Street from Whole Foods on Santa Clara Street

At-Grade Tracks, Recessed Concourse

View Looking South Through Historic Station



Elevated Tracks, Concourse At-Grade

View Looking South Through Historic Station

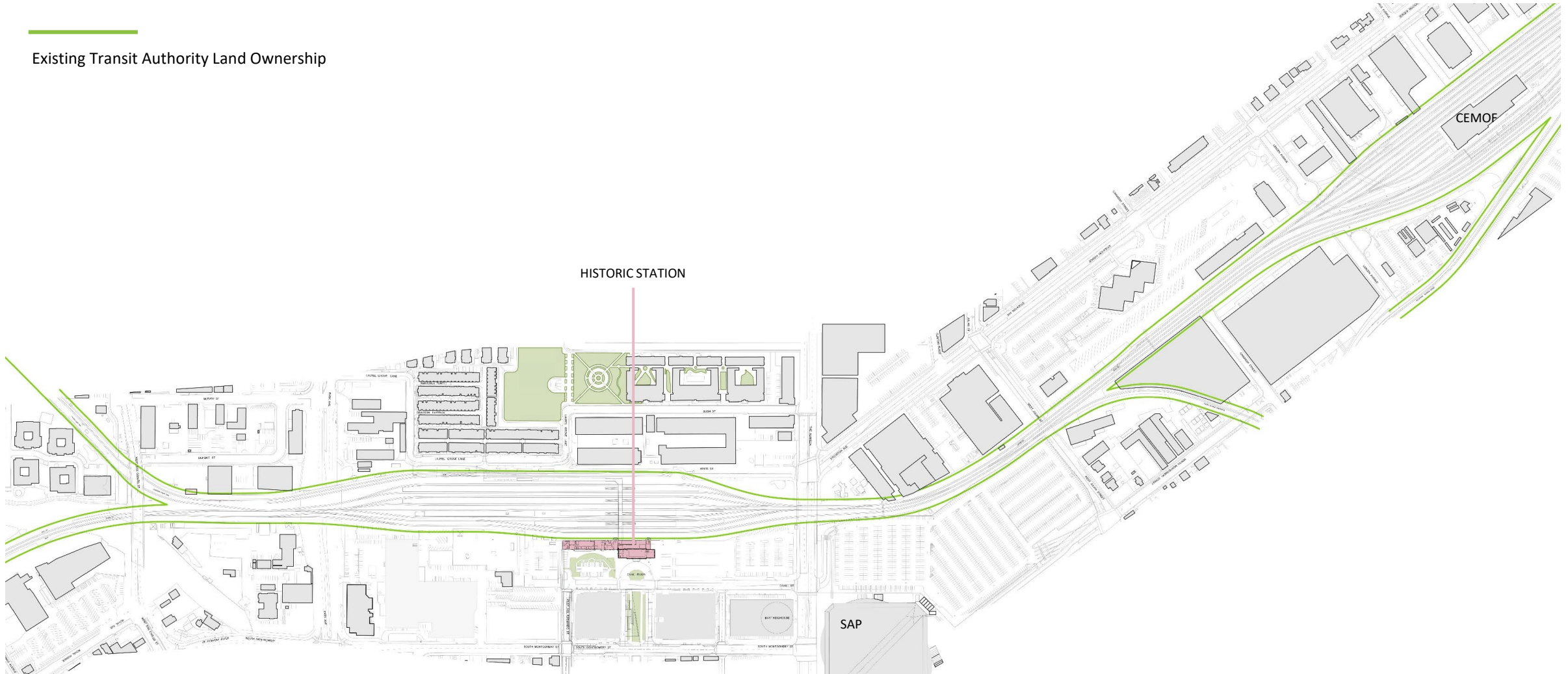


San Jose Diridon Station - Fly-Through of Station



Track and Platform Envelope - Existing

Existing Transit Authority Land Ownership



NOTE: BSV Western Vent Shaft location is still being assessed

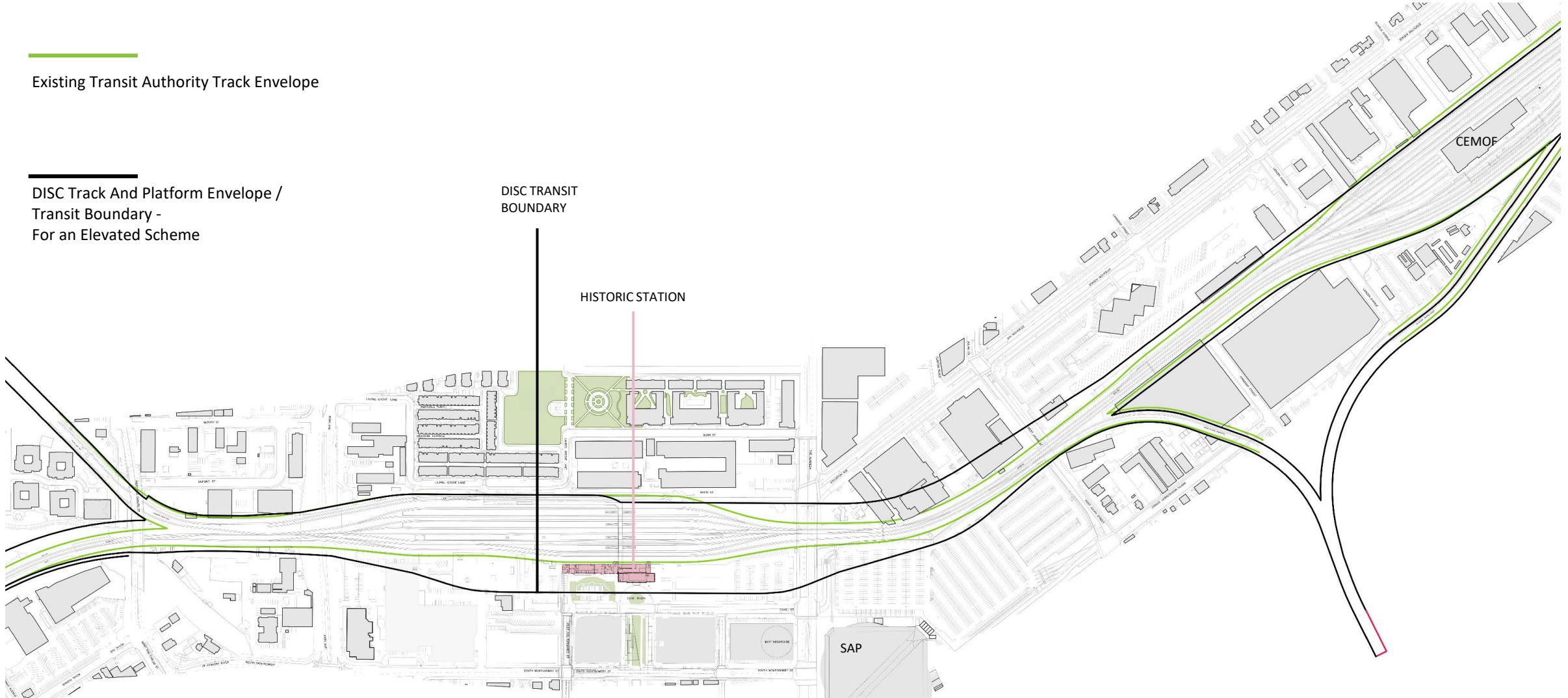
Track and Platform Envelope – Concept Layout

Existing Transit Authority Track Envelope

DISC Track And Platform Envelope /
Transit Boundary -
For an Elevated Scheme

DISC TRANSIT
BOUNDARY

HISTORIC STATION



NOTE: BSV Western Vent Shaft location is still being assessed

Key Findings

- Based on conceptual design
- Immediate station area land use impact reduced
 - Preserve historic main hall and portion of annex
 - Ability to rebuild PG&E facility on site
- Track modifications north and south of station generally within DISC

Transit Boundary

- Additional technical work in select areas identified
- Additional areas temporarily needed for construction to be identified

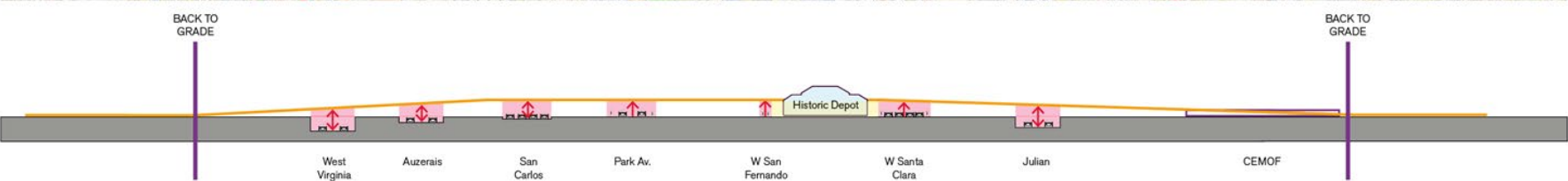
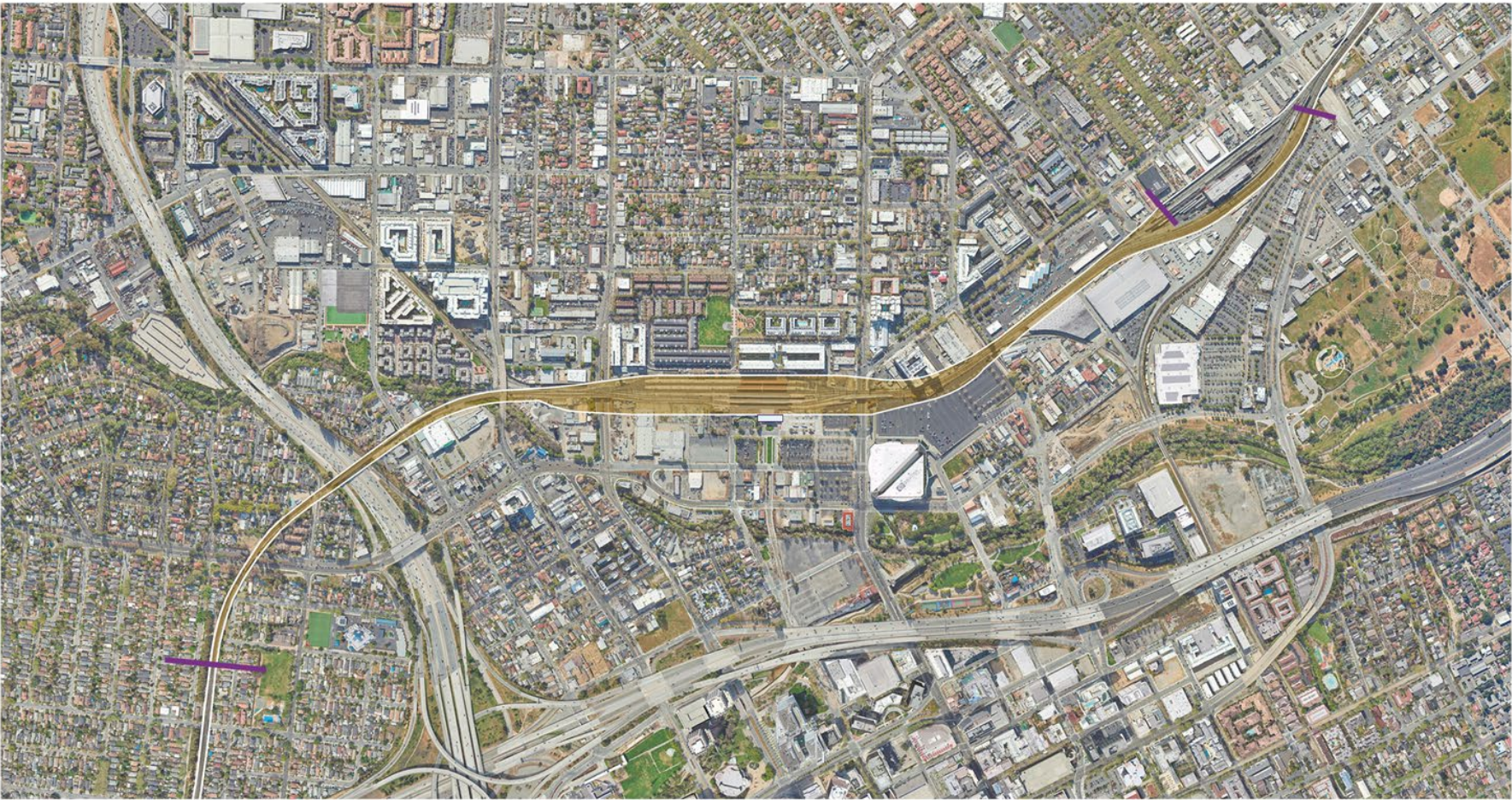
Similarities

- Tracks & Platforms
- Station Layout & Connections
- Passenger Experience
- Station Boundaries
- Maintenance Facilities

Differences

- Grade Separations & Connectivity
- Visual Impacts
- Construction Cost & Complexity

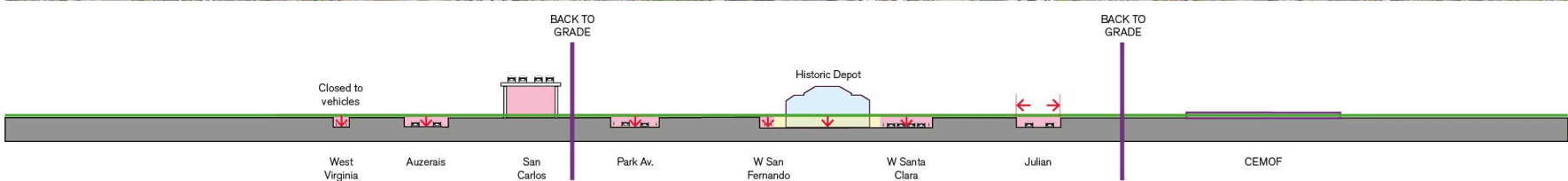
Elevated Alternative Track Change Limits



- REVERT TO PROPOSED CALIFORNIA HIGH SPEED RAIL TRACKS
- TRACKS SLOPING DOWN
- ELEVATED TRACK EXTENTS



At-Grade Alternative Track Change Limits

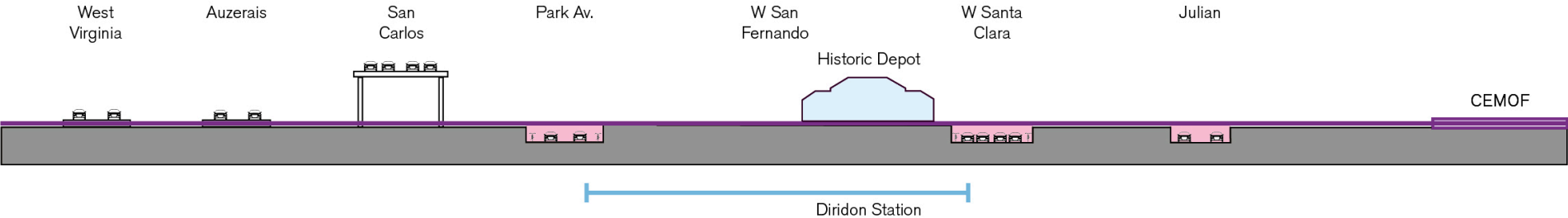


- REVERT TO PROPOSED CALIFORNIA HIGH SPEED RAIL TRACKS
- ROAD CROSSING ALTERATIONS
- AT GRADE TRACK EXTENTS

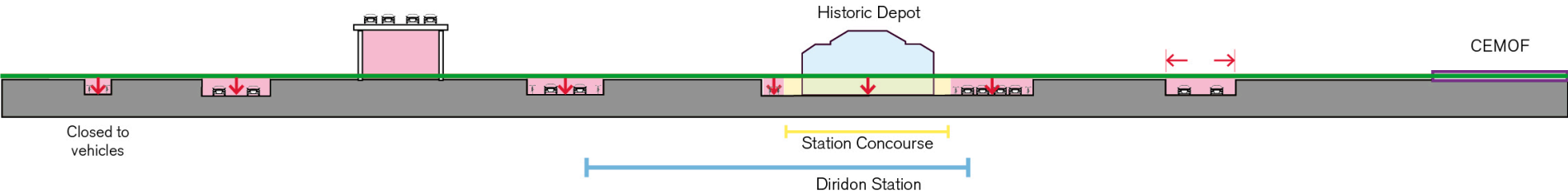


Grade Crossings and Separations

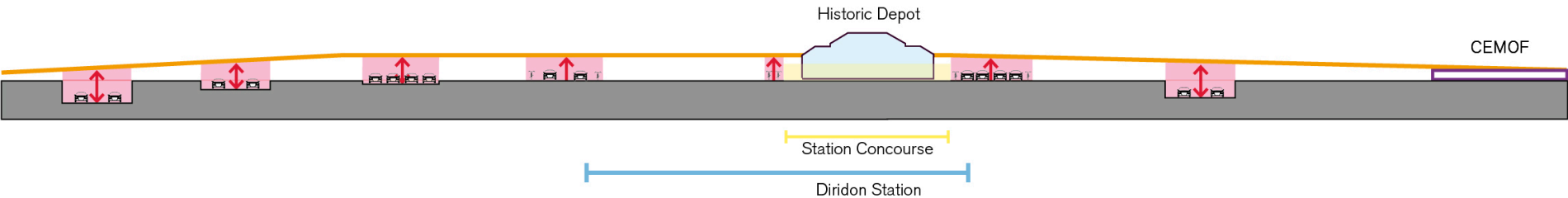
Existing



At-Grade Rail



Elevated Rail



Benefits

- Separates train and auto traffic
- Improves traffic and circulation
- Reduces train horn noise
- Improves safety and reliability

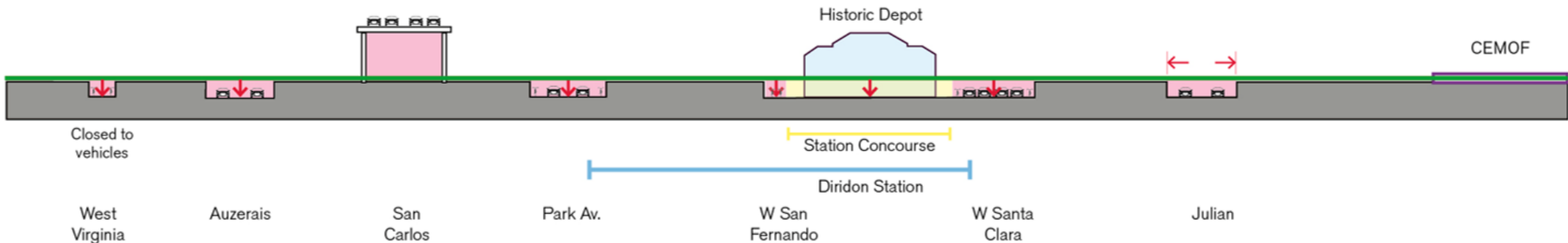
Challenges

- Requires additional land beyond the station footprint
- Adds challenges to construction
- Adds project cost and time

Parcels potentially affected by new Grade Separations at Road Crossings (At-Grade Track Alternative) *



At-Grade Rail

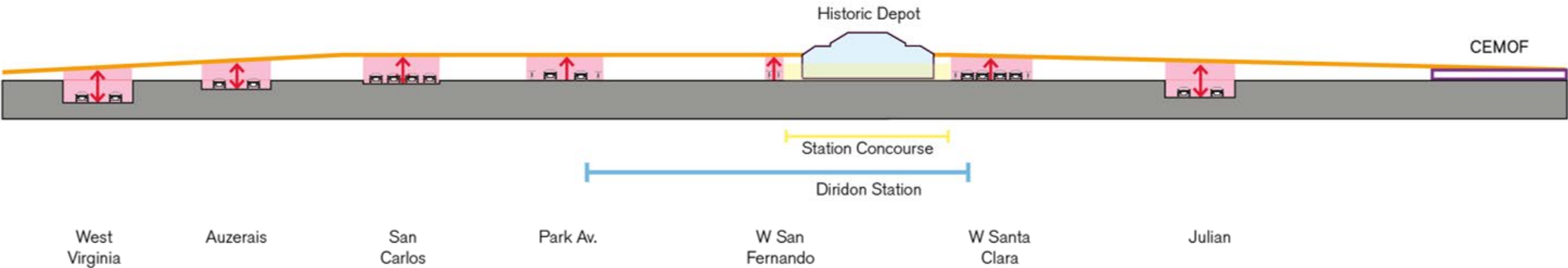


**Additional coordination and design work required with affected parcels/landowners and community.*

Parcels potentially affected by new Grade Separations at Road Crossings (Elevated Track Alternative) *



Elevated Rail



**Additional coordination and design work required with affected parcels/landowners and community.*

Conceptual Cost Ranges (2023\$)

| Station Alternative | Low Range | High Range |
|---------------------|-----------|------------|
| At-Grade Track | \$3 b | \$6 b |
| Elevated Track | \$5 b | \$10 b |

Costs are conceptual and in 2023 prices and are subject to escalation of between 3-4% per year on average.

Industry best practices used to develop the ranges appropriate for conceptual stage:

- Low end of ranges is 30% below estimate
- High end of ranges is 50% above estimate

The cost of the Elevated Track alternative is higher mainly due to:

- Increased quantities of materials in the approaches to the station from the North and South to get the tracks up to the elevated platforms
- Increased length of rail track and systems due to the elevation

Project Governance



Cooperative Agreement

- Work as a cohesive group
- Shared vision for a fresh, bold look
- Co-create an *integrated* project
- Partner resources & commitments



“You won’t get everything you want, but you will get more than you expected!”

Strengthening Governance: Parallel Paths



**Environmental Review
Phase: Integrated Program
Team Organization**



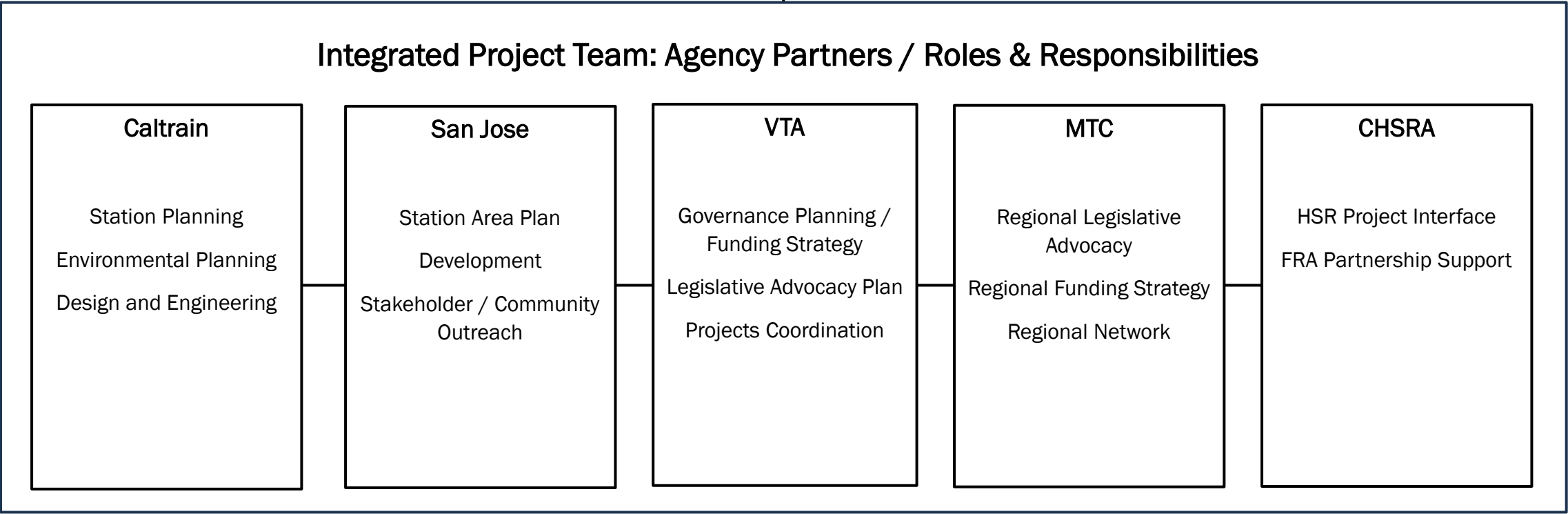
**Program Delivery:
Governance Options**

Environmental Review Phase: Integrated Project Team



Diridon Project Steering Committee

Integrated Project Team: Agency Partners / Roles & Responsibilities



Potential Governance Entity Types



**Joint Powers
Authority**



**State-
Chartered
Entity**



**Construction
Authority**



**501(c)(3)
Development
Corporation**



**Existing
Partner Agency**

Proposed Entity for Further Consideration



Joint Powers
Authority



State-
Chartered
Entity



**Construction
Authority**

*Dedicated delivery
entity, limited
duration*



501(c)(3)
Development
Corporation

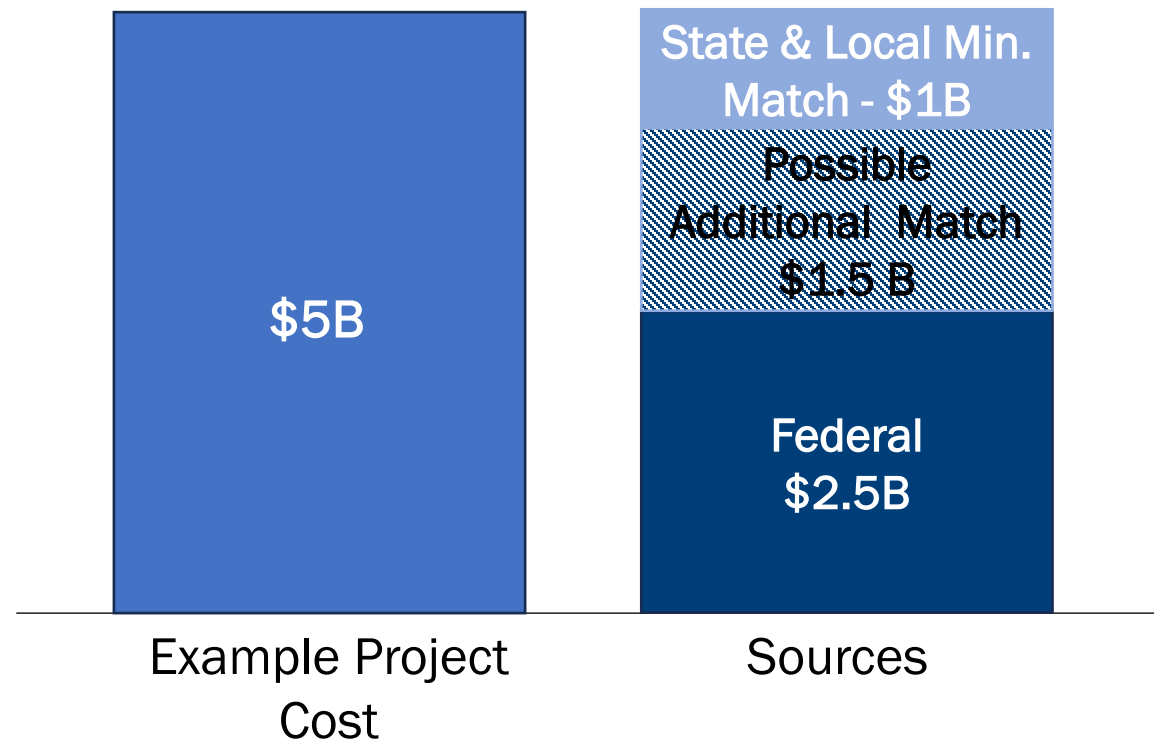


Existing
Partner Agency

Federal Match Requirement




Federal programs often expect a state & local match of at least 20% of project cost, but often higher up to at least 50% of cost.

Higher state & local cost sharing make a project more competitive.



Value Capture: Tax Increment is Our Primary Tool



| Value Capture Tool | | Diridon Station Area Context |
|--|--|---|
| Rezoning (“charge” for land use, density changes) |  | Maximum heights and densities already allowed |
| Assessments or Development Fees |  | Existing fee programs and market context make new fees economically infeasible in near-term |
| Tax Increment Financing |  | Enhanced Infrastructure Financing District (EIFD) provides similar benefits as Redevelopment Agencies (eliminated in 2012), with some implementation barriers |

Next Steps



Goals



- Build on prior engagement
- Build awareness and momentum
- Seek feedback on station alternatives
- Inform the preferred alternative for environmental review



Engagement Strategies



- Public meetings
- Online open house
- Station exhibit
- Pop-up events

Stakeholder & CBO Engagement

- Historic Station Working Group
- Community and business groups, station area landowners, developers, non-profits

For more information, visit
www.diridonsj.org.

Fall Engagement Activities



September 8:
Viva Calle, first
pop-up

September 12:
Community
Meeting #1

September 21:
Pop-up @ Caltrain
Electrification

September
Transit Month
Events

November 13
Joint Policy
Advisory Board

Late 2024/early
2025: Station
Exhibit

Late January:
Community
Meeting #2

February Joint
Policy Advisory
Board

Public Feedback
Incorporated into
Final Decision

Fall Engagement Activities and Business Case

September 12:
Community
Meeting #1

The Future of Diridon Station Community Meeting

Thursday, Sept. 12, 2024
5:30 – 7:30 pm

Gardner Community Center
520 W Virginia St, San Jose

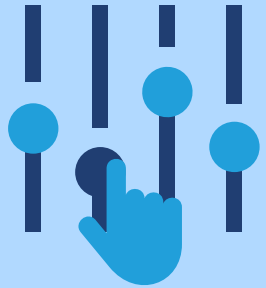
Learn about the exciting plans to
expand and redesign Diridon Station.
Be a part of shaping the future transit hub
by sharing your input on the latest designs!

Scan our QR code to learn more!



**SAN JOSÉ DIRIDON STATION AREA
COMMUNITY ENGAGEMENT**

2024/2025: Preparing for Environmental Review



Refine designs up to 10% for two alternatives, incorporating feedback from public engagement



Perform quantitative assessment of two alternatives including a detailed cost-benefit analysis



SUMMER 2025:
station design recommendation for environmental clearance

City Council Consideration



- **Strengthened Cooperative Agreement (Fall 2024)**
- **Recommended Station Alternative (Spring 2025)**
- **Recommended Governance and Funding Framework (Spring 2025)**

Comments & Questions

